

THE ILLUSTRATED LONDON NEWS.



MOTOR SHOW NUMBER

For over a century distinguished taste has demanded

CHAMPAGNE

MERCIER

Messrs. Jarvis, Halliday & Co. Ltd., 62 Pall Mall, London, S.W.1



BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS • CEREBOS LTD

Cerebos

by tradition the salt of quality

**GET
YOUNGER
EVERY DAY**

William Younger's Scotch Ales
on draught or in bottle



The Chairman's Choice — Churtons Whisky



BY APPOINTMENT
PURVEYORS OF CHAMPAGNE
TO THE LATE KING GEORGE VI

LOUIS ROEDERER

PUNCH CIGARS



Havanas Best

TIO PEPE

Spain's Dry Sherry

GONZALEZ BYASS



MOTOR UNION

INSURANCE CO. LTD.

All classes of insurance transacted

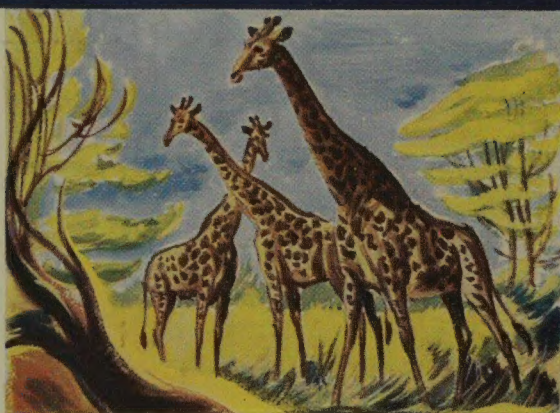
10, ST. JAMES'S STREET, LONDON, S.W.1



South Africa LAND OF SUNNY CONTRASTS



A
holiday
in
**SOUTH
AFRICA**
means



Sun plus

SATOUR



**SOUTH AFRICAN
TOURIST CORPORATION**
70 PICCADILLY LONDON W1
TELEPHONE GROSVENOR 6235

This office is at your service
for free and friendly advice about
holidays in South Africa.
For details of travel, accommodation,
costs etc consult your Travel Agent
or South African Railways Travel
Bureau, Trafalgar Square, London WC2

610 5th AVENUE NEW YORK 20

SUN-PLUS the pleasures of modern
coastal resorts beside the
blue waters of the Indian Ocean.

SUN-PLUS the excitement of seeing,
and photographing wild animals in
the world's most famous game reserves.

SUN-PLUS the fascinating native
life and picturesque customs and
dances as old as time.

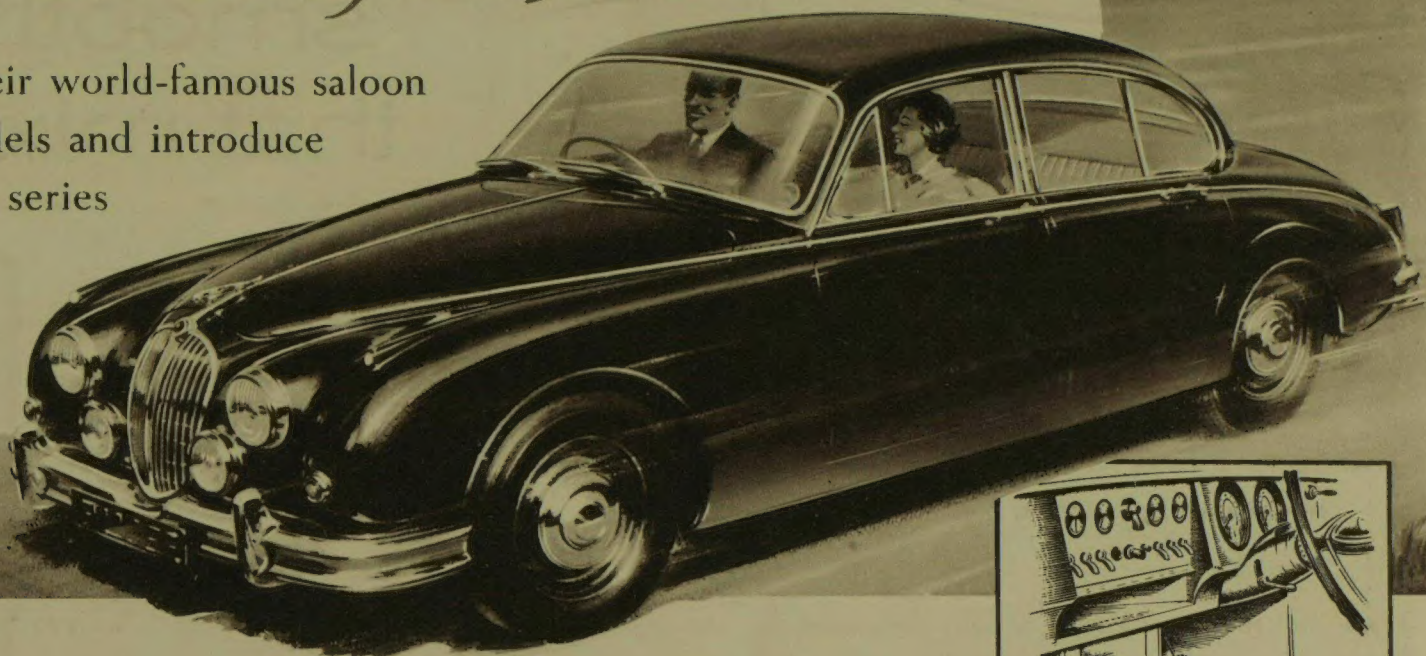
SUN-PLUS the hum and throb of great
cities with their magnificent buildings,
modern shops and restaurants.





JAGUAR *for 1960*

continue *all* their world-famous saloon and sports models and introduce a brilliant new series



THE NEW 2.4, 3.4 & 3.8 LITRE Mark 2 MODELS

The overwhelming majority of motorists today show greater concern for enhanced driver and passenger amenities than for higher performance which, so far as Jaguar is concerned, is already acclaimed by public and press alike as being not merely adequate but exceptional.

High on the list is the demand for maximum all-round vision, and in the Mark 2 Jaguars this is met by the introduction of slim pillars, semi-wrap-around windscreen, greatly enlarged rear window and an all-round increase of window area, resulting in 18% increase in visibility.

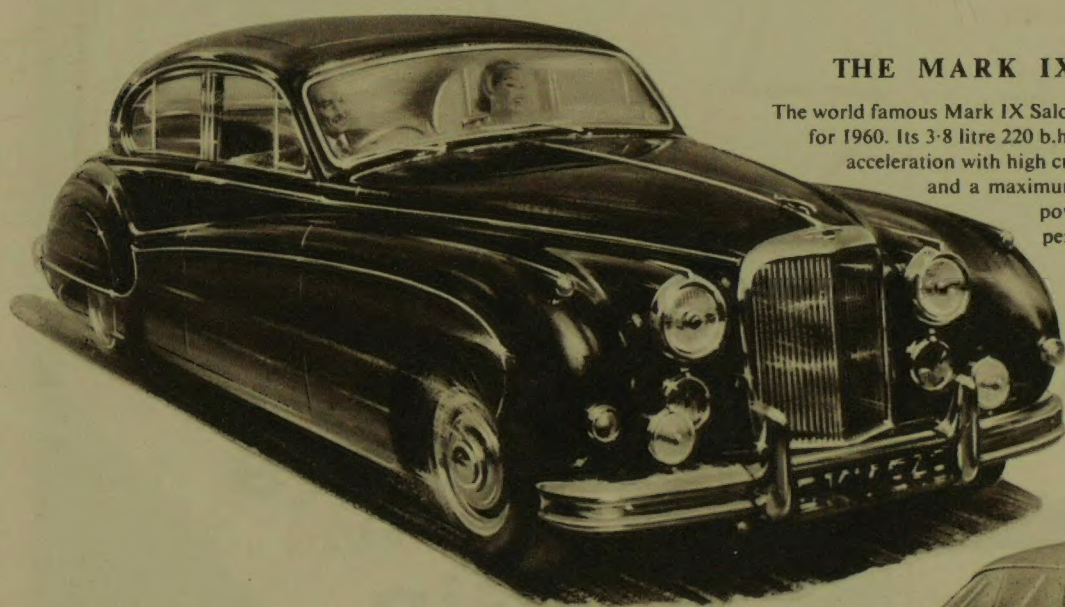
The demand for full-view legible instruments and easily reached instrument panel controls is equally insistent, and on the Mark 2 Models will be found the most efficient panel layout on any car today with matched and grouped dials and switches as in aircraft practice. New comfort and safety features include: interior heating carried to rear compartment;

windscreen washers now electrically controlled; a warning light indicates any drop below safety level of brake fluid; courtesy lights now actuated by opening any of the four doors, ashtrays abound; cigar lighter orifice illuminated to make replacement easy after use; glove locker also has interior illumination; new finger-tip controlled headlamp flasher independent of foot-operated dip switch. These and a score of other refinements make the Mark 2 Jaguars the most advanced and lavishly equipped high performance luxury cars ever presented by a Company whose standards are acknowledged to be amongst the highest in the world.

MARK 2 MODEL PRICES:—2.4 Models from £1,533.19.2 (inc. P.T.) 3.4 Models from £1,668.10.10 (inc. P.T.) 3.8 Models (with Powr-Lok differential) from £1,779.0.10 (inc. P.T.)

STANDARD MODEL PRICES:—2.4 Models from £1,444.14.2 (inc. P.T.) 3.4 Models from £1,579.5.10 (inc. P.T.)

The New Mark 2 Jaguars have Dunlop race-proved Disc Brakes on all 4 wheels



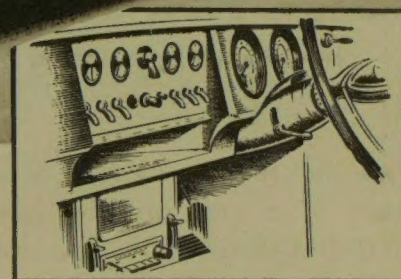
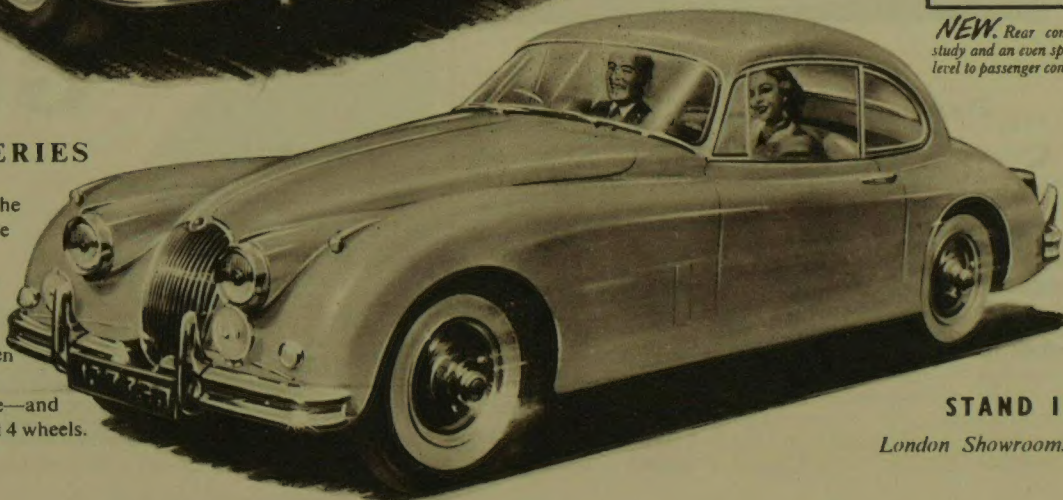
THE MARK IX SALOON

The world famous Mark IX Saloon continues without change for 1960. Its 3.8 litre 220 b.h.p. engine offers phenomenal acceleration with high cruising speeds of 80/90 m.p.h. and a maximum of 115 m.p.h. Finger light

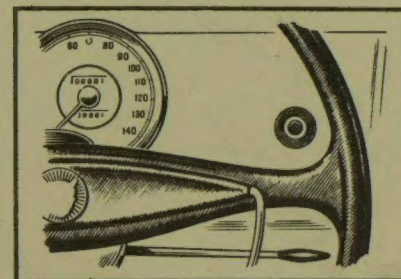
power-assisted steering ensures perfect control and Dunlop race proved Disc Brakes on all 4 wheels give the highest degree of safety. Available with Automatic Transmission or Overdrive.

THE XK150 SPORTS SERIES

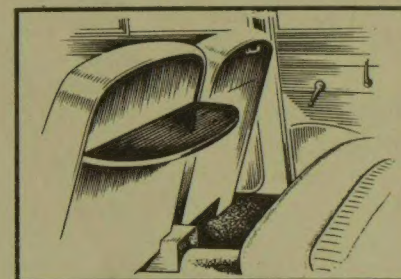
which is unchanged for 1960 brings to the enthusiast not only an unequalled experience in exhilarating performance, but a degree of safety combined with comfort and refinement quite exceptional in this type of motoring. The range consists of the Fixed Head Coupe, Drophead Coupe and the Open Sports. All these models are available with Automatic Transmission or with Overdrive—and with Dunlop race-proved Disc Brakes on all 4 wheels.



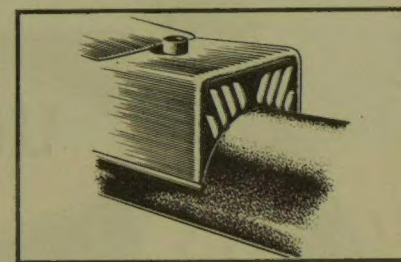
NEW. Functional efficiency is the keynote of the instrument panel. Every dial in plain view, all switches marked, standardised and grouped within instant reach.



NEW. Before the driver's eyes is the "safety eye" which warns of any drop below the safety level of brake fluid. Note, too, the "straight ahead" siting of the speedometer.



NEW. Passengers will appreciate the convenient folding tables which remove the hazards from taking refreshment within the car.



NEW. Rear compartment heating has received close study and an even spread of warm air is now ducted at floor level to passenger compartment.

STAND 134 EARLS COURT

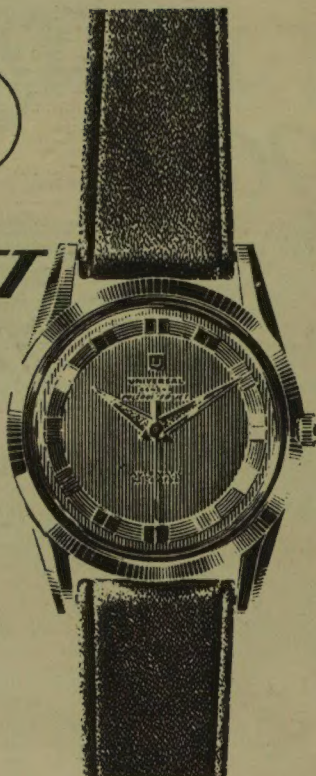
London Showrooms 88 PICCADILLY W.1

UNIVERSAL
GENÈVE

POLEROUTER JET

World Famous Swiss Watch Creation

- 28 jewels, self winding
- waterproof
- antimagnetic
- world's slimmest automatic watch
- up to 2 days timekeeping reserve



From the robust elegance of the Polerouter to the distinctive beauty of a wide range of ladies' watches is a small step for UNIVERSAL-GENÈVE, the world's most modern watch makers.



"Fascination"
in 18ct. gold

The beautiful simplicity of this watch is created for the woman with a discriminating sense of fashion. The movement of high precision supports the elegance of the watch.

UNIVERSAL
GENÈVE

Presented by

WATCHES of SWITZERLAND

Ltd.

15 New Bond Street, London, W.1 127A Princess Street, Edinburgh

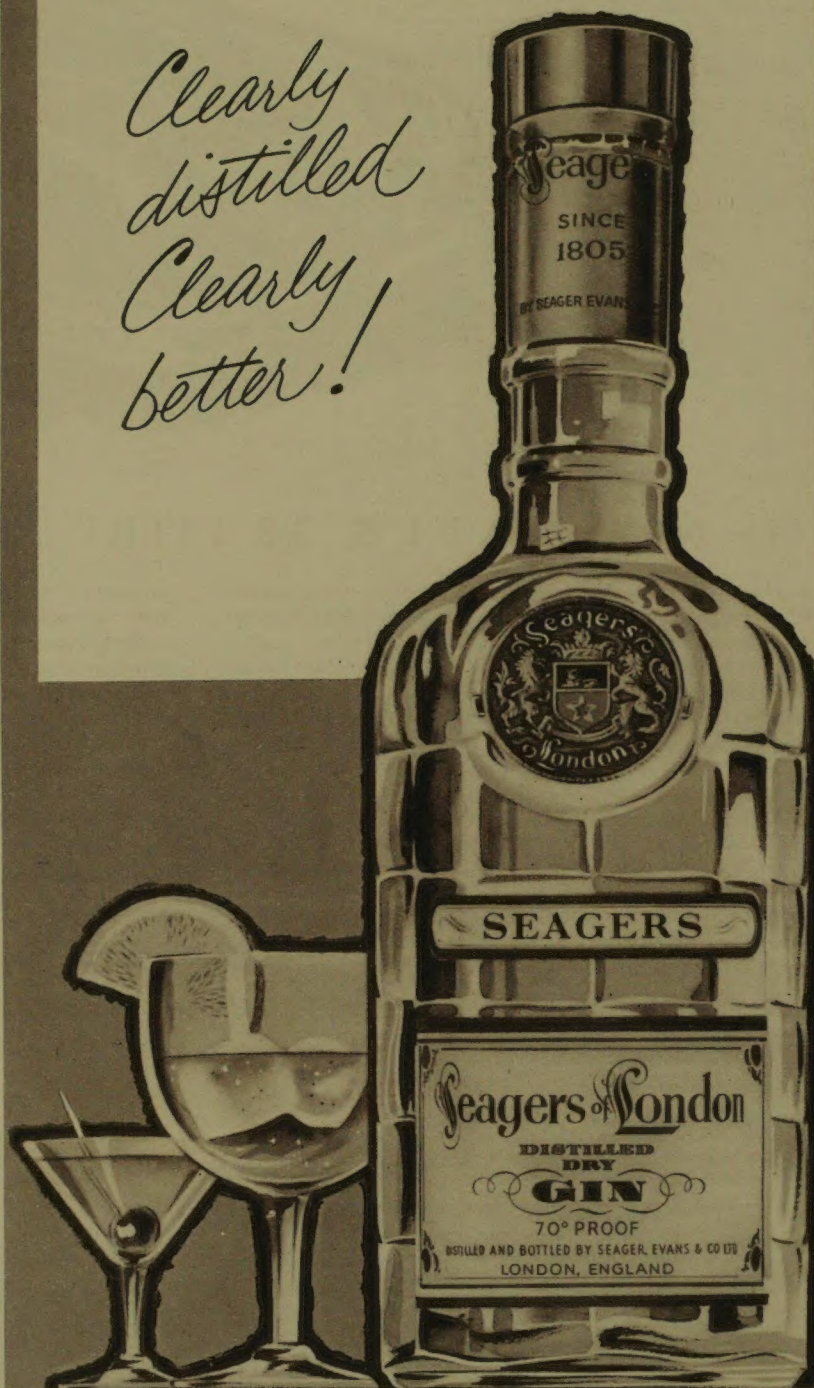
125 New Street, Birmingham

69 Lord Street, Liverpool

Branches in the City and Provinces

The new
smooth gin
that mixes in

*Clearly
distilled
Clearly,
better!*



Seagers
OF LONDON
Gin

THE NEW 80

THE NEW 100

THE 3 LITRE

1600 AC

The three ROVER cars for 1960

THE NEW 80

This, a more powerful successor to the Rover 60, has the new Rover 4-cylinder 2½-Litre engine. All-round performance has been substantially improved. Like its predecessor, the '80' is a remarkably capable, even-tempered car with a strong appeal for those who seek really comfortable, reliable family motoring. Front wheel disc brakes are standard equipment. Price including overdrive £1365. 7. 6 (inc. P.T.)

THE NEW 100

The Rover 100 replaces the highly-successful '90' and '105' models and is in fact a development of them. It has even more smoothness than the '90' and a performance comparable to that of the '105'. The Rover 100 has an entirely new 2.6-Litre sloping head engine, with a 7-bearing crankshaft first developed for the 3-Litre. Front wheel disc brakes are standard equipment. Price including overdrive £1538. 4. 2 (inc. P.T.)

THE 3 LITRE

The Rover 3-Litre—announced a year ago—won immediate acceptance. No one feature dominates your impression of this outstanding car. Rather do you remember a particularly satisfying sense of balance between its many fine qualities. The 3-Litre continues virtually unchanged. Front wheel disc brakes are now standard. With conventional gear box £1715. 5. 10 (inc. P.T.) With automatic transmission £1864. 0. 10 (inc. P.T.)



The more you know about Scotch, the more you like Ballantine's

THE SUPERB SCOTCH

Did you know, for example? . . .



that when it was first minted 130 years ago, this George IV threepenny piece would have paid the whole tax on a bottle of Mr. Ballantine's Whisky. There have been some changes since then! The superlative quality of Ballantine's, however, remains unaltered.



that the 42 mature "single" whiskies which go to make Ballantine's are tested always by smell. To taste them is unnecessary, and would not in fact be specially enjoyable, for it is the subtle blending of so many chosen "singles" which creates the magic of the superb Scotch.



that Ballantine's is one of the best liked Scotches in the world. In the United States, Sweden, France and many other countries, it is a top seller. The world over, whenever friends meet together, they naturally prefer the superb Scotch.

From Scotland's largest distillery to connoisseurs the world over



A small difference only

Of course we realize that the ladies understand just as much about automobiles as do the men—they merely look at them with different eyes. Not long ago, one of our dealers was visited by a young couple inquiring about the new, improved 180, 180D, 190 and 190D models. She scarcely heard

that the 180 and 190 motors had been improved with an increase in power; or that the brakes on all models were now far safer and more efficient—frankly, she was admiring the new rainbow-range of available colours.

His interest was attracted to the new yet still characteristic profile of the cars while she tried the new security steering-wheel . . . how easily it spun in her hands from lock to lock! As he tested the tremendous new bumpers, and quite rightly made an inspection of the super-safe, double-locked doors—she had already given her stamp of approval to the long-lasting, luxury upholstery and, just for fun, had tried out the new, automatic windshield-washer with great success! But, after all, that's only a small difference. Everyone has his own

particular interests and desires—Mercedes-Benz does its best to fulfil them all! These world-famous, world-accepted and world-desired cars are truly built for him—and for her.

This young couple—and everyone else, it seems—are impressed by the security, enthusiastic about the roadability, thrilled by the beauty. Women love elegance, comfort and attention to small details. Men desire ability and stability, confident appearance and modern technical development. And, what's more, they are both right.

Naturally, they have one thing in common—a thought to economy. Here Mercedes-Benz offers the most pleasant surprise of all. With all this new value the price of these cars has remained absolutely the same.

Any way you look at it - Quality!

The Mercedes-Benz models 180, 180 D, 190, 190 D always world-famous for their extraordinary quality, outstanding ability and great economy are now equipped "from the inside out" with new value: more beauty, greater security, added comfort. Production range: passenger-cars; trucks; buses; universal tractor "Unimog" and Diesel-engines.



MERCEDES-BENZ



The most welcome gift of all!

DRY FLY SHERRY IS AVAILABLE
WHEREVER GOOD WINE IS SOLD THROUGHOUT THE WORLD

Marvellous new cars... these 1960 Vauxhalls!



The 1960 Cresta



The 1960 Victor de Luxe

Victor £505 + £211.10.10 PT (£716.10.10)
 Victor Super £530 + £221.19.2 PT (£751.19.2)
 Victor de Luxe £565 + £236.10.10 PT (£801.10.10)
 Victor Estate Car £605 + £253.4.2 PT (£858.4.2)
 Velox £655 + £274.0.10 PT (£929.0.10)
 Cresta £715 + £299.0.10 PT (£1,014.0.10)

An admired car, and a much desired car. A car the fastidious and the knowledgeable will be proud to own. That's the 1960 Vauxhall Cresta.

Ask for speed, and it goes like the wind. Safety is its middle name — with that extra visibility all round, those powerful, reassuring brakes, and the road-hugging stability for which the 1960 Vauxhalls are famous.

Try it with a full load aboard... six if you like and luggage to boot. Make your own assessment of its 6-cylinder performance: its ability to slip along silently in traffic, to cruise at 70 all day, to accelerate up to mile-and-a-half-a-minute speeds when you're in a hurry. Check how easy it is to manoeuvre and to park when you can see all four wing tips from the driving seat.

Then ask your Vauxhall dealer about the new styling, the new features, the new colours, the luxury fittings inside and out. He'll enjoy demonstrating that all we claim is true. And we're pretty sure *you'll* enjoy the experience too.

Marvellous? Yes — it's a 1960 Vauxhall.

Everyone drives better in a Vauxhall

Her exquisite taste
is reflected in
her fine home...



...both Television
and Radiogram
fit in so perfectly...



...she found the finest technical
reproduction and crafted furniture
of all styles at

Period High Fidelity

For personal service telephone
GROsvenor 4686 or write for an
illustrated brochure to, Period
High Fidelity Ltd., 28 South St.,
Mayfair, W.1.

ARO-BROOMWADE

Golden Silence

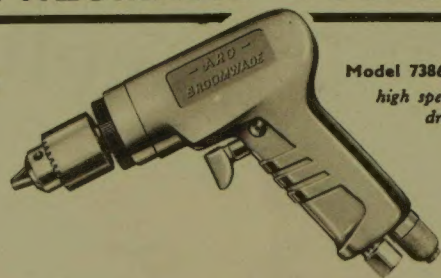
PNEUMATIC TOOLS

**MAXIMUM POWER
NO NOISE
NO BLAST**

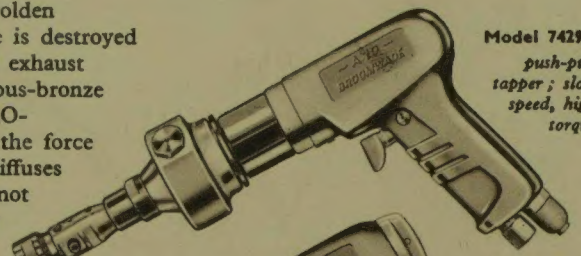
—these advantages are offered for
the first time by the
ARO-BROOMWADE Golden
Silence range. The noise is destroyed
by a specially developed exhaust
system. An external porous-bronze
diffuser, exclusive to ARO-
BROOMWADE, breaks the force
of the exhaust air and diffuses
it so gently that it will not
disturb a flame held only
inches away.

**Only ARO-BROOMWADE Tools
have GOLDEN SILENCE**

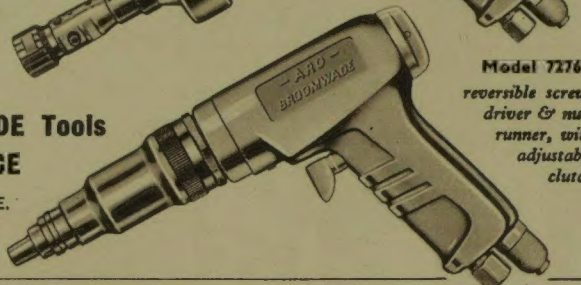
Write for Publication No. 444 T.E.



Model 7386C
high speed
drill



Model 7429C
push-pull
tapper; slow
speed, high
torque



Model 7276C
reversible screw-
driver & nut-
runner, with
adjustable
clutch

BROOMWADE

AIR COMPRESSORS & PNEUMATIC TOOLS YOUR BEST INVESTMENT

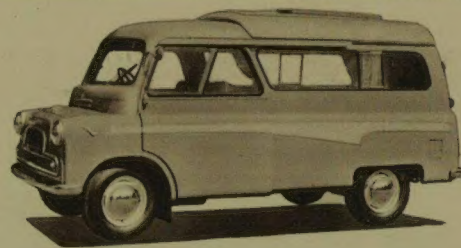
BROOM & WADE LTD., P.O. Box No. 7, HIGH WYCOMBE, ENG.

Telephone: High Wycombe 1630 (10 lines)

Telegrams: "Broom," High Wycombe. (Telex)

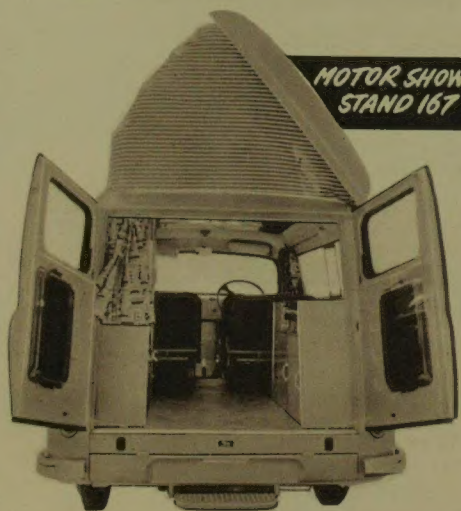
667 SAS

**MORE
ROOM
TO
MOVE**



in the long-wheelbase
BEDFORD

DORMOBILE CARAVAN



**MOTOR SHOW
STAND 167**

An increase in length of 12 inches gives
the new long-wheelbase DORMOBILE
CARAVAN over 40 cu. ft. of extra space.
With all the same splendid interior
fittings retained—beds for four, seats
for six, cooker, sink, table, cupboards
and wardrobe—owners of this im-
proved 'mobile home' will enjoy cheap,
go-where-you-like holidays and week-
ends in even more comfort than ever.



**4-berth £820
2-berth £795**

Conversion of Bedford CAS (Short) van
4-berth £785 2-berth £760

Conversion of Thames 15 cwt. van
4-berth £826 10. 2-berth £811 10.
No P.T.

Conversion of the Austin A 152
4-berth from £877 17. 6.
2-berth from £862 17. 6.
No P.T.

Insist on a genuine Martin Walter conversion.
Details from dealers or the designers.

**Martin
Walter Ltd**
PIONEERS OF
THE ALL-PURPOSE
VEHICLE

Dept. I.L.N.,
Utilecon Works,
Folkestone.

Telephone:
Folkestone 51844
Established 1773

WORLD'S LARGEST PRODUCERS OF DUAL-PURPOSE BODYWORK



Did you call for "BLACK & WHITE"?



When you call for "Black & White" you will enjoy Scotch Whisky at its very best—smooth, mellow and refreshing. Blended in a special way from individual whiskies carefully selected for their quality and character, "Black & White" is outstanding amongst Scotch Whiskies. Call for it and taste the difference.

'BLACK & WHITE'
SCOTCH WHISKY
"BUCHANAN'S"

THE SECRET IS IN THE BLENDING



If you like soda that's fresh, full of fight and *always* ready whenever you want it, get yourself a Sparklets Syphon. You simply fill it with water, screw on a Sparklets Bulb—and there you have it. Couldn't be quicker, couldn't be easier, couldn't be handier.

This is soda as soda should be—crisp and tingling. As much and as often as you want it. And a Sparklet is undoubtedly the best-looking syphon that ever said 'Whoosh!'

*Sparklets syphons

FROM CHEMISTS AND STORES

HOSTMASTER MODEL FROM 65/6. STREAMLINE MODEL 96/-

In the fabulous CYMA factories, Switzerland's finest craftsmen design and make a range of modern miracles rarely matched even in that great country of watchmaking genius. Over 90 different strap and bracelet models for Ladies and Gentlemen, at prices from 15 guineas to £200 . . . and every one a credit to the famous firm that made it. Some truly magnificent diamond-set pieces are also to be found. If quality is your first concern, ask first to see CYMA.

The gift of a CYMA—whether it be a self-winding, waterproof, a chronograph, a calendar or a conventional model—is also enhanced by the fine presentation case in which it rests; and every watch is fitted with the unique Cymaflex shock absorber which contributes to the trouble-free length of life for which all CYMA watches are renowned. Service and guarantee are, of course, world-wide, and while many features differ from model to model, the CYMA 'movement' is of only one quality—the best. You will be the best judge of how favourably price compares with any other first quality watch. There are accredited CYMA stockists in every major town and city throughout the free world—with no country better served than our own British Isles.



ask first to see

CYMA

ONE OF *Switzerland's* FINEST WATCHES



ALVIS

THREE LITRE SALOON & DROP-HEAD COUPÉ

Coachwork by Park Ward

Styled by Graber

Saloon - £2,827.7.6 INC. P.T.

Drop-head Coupé - £3,110.14.0 INC. P.T.

Borg Warner transmission available as an extra



STAND No. 121 • EARLS COURT



ALVIS OF COVENTRY



Bostikology

Bostikonomy

an investment in security

Of the many attributes of 'Bostik' sealers and adhesives none is more important to industry than their economy in use. In the idiom of Bostikology, this economy is aptly termed Bostikonomy. Fully expressed, it stands for the sealing or bonding of any project for the lowest cost, and in the shortest time, consistent with the highest quality of craftsmanship. In short, Bostikonomy means a sound investment in security. 'Bostik' products have other words descriptive of their characteristics, such as Bostikacity—their tenacity; and Bostikillience—their resilience.

Together they explain why a knowledge of Bostikology is essential for successful project development.

Modern industry benefits from the economy of securing and sealing with 'Bostik'; from, in a word, Bostikonomy.

Bostik

advances Industry...
through Bostikology



A magnificent possession . . .



The NEW
3 Litre Humber
SUPER SNIPE

Now fitted with a supremely engineered 3-litre, 6-cylinder engine giving greater, smoother and more effortless power! To match it—self-adjusting front disc brakes and larger rear brakes for safety and confidence while new standards of deep, deep, enveloping luxury make the new Super Snipe the most distinctive and desirable car in its class. Your Dealer will be glad to let you see and try it for yourself.

£1,025 plus p.t. £428.4.2. Fully automatic transmission or overdrive, power-assisted steering, individual front seats, and white-wall tyres available as extras. Also available as a Limousine and Estate car.

See also the latest HUMBER HAWK—the impeccable family saloon



A PRODUCT OF
ROOTES
MOTORS
 LIMITED

THE ILLUSTRATED LONDON NEWS

© 1959. THE ILLUSTRATED LONDON NEWS & SKETCH LTD. The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved.

SATURDAY, OCTOBER 24, 1959.



THE GREAT FLAGSTAFF OF KEW CARVED FROM A SINGLE DOUGLAS FIR PRESENTED BY BRITISH COLUMBIA.

British Columbia celebrated both its own centenary and the bi-centenary of the Royal Botanical Gardens, Kew, by presenting a Douglas fir-tree to Kew. The Douglas fir, which was 270 years old and 275 ft. long, has been carved into a flagstaff, which will stand 225 ft. high. It replaces the flagstaff erected in 1912 and is fitted at its top with the truck or cap which was on the former one. The carving entailed the removing of some 19 tons of wood; originally the

log weighed 37 tons. The log arrived in July 1958 and it was moved to a specially erected scaffolding with roof protection in the gardens. There was great difficulty in cutting the log, since there was not a large enough rack-saw in Britain. A portable chain-saw was used instead. The flagstaff is shaped square for the first 16 ft. of its length, is tapering-octagonal for the most part and is tapering-round at the top.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 6½d. (These rates apply as The Illustrated London News is registered at the G.P.O. as a newspaper.)



By ARTHUR BRYANT.

TO win three General Elections in succession, the last two after a full term of office, is a feat which no British political party has achieved since Great Britain became a numerical democracy in 1832 and, as has been widely pointed out, is something of a phenomenon. The Liberals won three General Elections in succession—though only just, and with the help of the Irish Nationalists—between 1906 and 1911, but the cases are in no way parallel. And twice before the Conservatives have secured two full periods of power in succession; at the turn of the century under the politically astute Lord Salisbury and his considerably less astute nephew and successor, Balfour, and again in the 'thirties under that master of the political art, Stanley Baldwin. The normal tendency of the British, however, has been to dismiss their rulers whenever they have been allowed the opportunity and to give their rivals a chance. Both their love of liberty and protestantism, or, as some would say, iconoclasm, incline them to this apparently restless course. Even Churchill, after his supreme service to the nation in the years 1940 to 1945, did not escape this ungracious return for services rendered. For having saved the country, the electorate pronounced—and in no uncertain fashion—he could have, if the Sovereign cared to award them, the Order of Merit and, if he also so wished, the Garter or an earldom—but a continued tenancy of Downing Street, no! He had had it for five years, while the bombs were falling, and that was held to be enough. So to the surprise of all the world, including the Red dictator, Stalin, who was certain he was going to win, the greatest Englishman of his age was dismissed as a reactionary and replaced by his faithful wartime lieutenant and deputy, Clement Attlee—then hailed as the Socialist apostle of egalitarian progress and now an Earl and a Knight of the Garter. It is this kind of thing that makes foreigners regard the British—or, at any rate, the English who constitute the bulk of the electorate—as hypocrites.

Yet the British are perfectly sincere in their fickleness; they do not even consider that they are being inconsistent. Deep down they feel, so far as an electorate can be said to have thoughts and feelings, that they are ensuring political stability by their weathercock changes. And, in fact, they are, for by their impartiality in giving each rival for office a turn and then reversing the process, they have ensured, during the century and more in which they have practised numerical democracy as a means of government, a remarkable degree of continuity in their political affairs.

Let Whig and Tory stir their blood;
There must be stormy weather.
But for some true result of good
All Parties work together.

For when a change in rulers occurs, the new rulers, thanks to earlier and similar changes, have already had a taste of political responsibility and a grounding in the duties of office. Fox and Pitt, Melbourne and Peel, Russell and Derby, Gladstone and Disraeli and, in our own time, Ramsay MacDonald and Baldwin—this partnership of alternating "Whig" and "Tory" rivals has constituted in each era of our political development a kind of husband-and-wife unity unique, so far as I know, in human political annals. One has no more been

able to think of the one without the other than of Gilbert without Sullivan.

But what of Gaitskell and Macmillan? The Labour or left-wing Party under Attlee routed Churchill's Conservatives in 1945, just beat them in 1950, and were replaced by them in 1951. And under Churchill's successor in 1955 the Conservatives, who had only scraped in by the most marginal of victories four years before and might scarcely, therefore, be deemed by the electorate to have had a fair chance, stayed in with a more substantial majority. Everything, therefore, pointed to the probability that their rivals would oust them in 1959, or in 1960 if the Conservative leader should decide to postpone the test till then. And until a week or two before the Prime Minister selected the date for the General Election there seemed

building up and increasing its hold on the electorate as a great crusading creed set on redressing the inequalities of wealth and establishing a classless society or proletarian paradise. It had far surpassed the once all-powerful Liberal Party and all but taken its place and, even in years when the Conservatives triumphed at the polls, like 1918, 1924 and 1935, the Labour Party was seen by those who disregarded superficial appearances to be potentially stronger and growing steadily stronger as the older generation of voters died off and a new and Socialist-indoctrinated one took its place. Already it had won the greater part of the industrial and urban population; presently, it was felt, it would win the rural. And in 1945, despite the Conservative leader's immense personal popularity and tremendous achievement, it swept

the polls and gained an enormous majority and, for the first time, absolute parliamentary power. Yet 14 years later, despite the loyalty of millions of lifelong supporters, it has failed to recapture office after eight years in the wilderness and eight years of what its leaders have eloquently and repeatedly described as Tory misrule and blundering.

To what is this reversal of fortune to be ascribed? Not to the inadequacy of the Labour Party's leaders, for whatever may be said of his tactics, Mr. Gaitskell has been almost universally acclaimed for the almost Gladstonian sincerity and magnetism of his personal appeal during the Election. And many people felt—and not only Socialists—that his lieutenant, Mr. Bevan, might have made a great Foreign Secretary. Nor, for the reasons I have stated at the beginning of this page, can I believe that the Conservatives triumphed because the British people were grateful to them; the British people are never electorally grateful to those who have governed them, however well. True, the victors were superbly led; not since Baldwin has any political leader shown such a sense of timing or played his cards with such finesse as this almost unknown back-bencher of the 'thirties who so unexpectedly became Prime Minister of Great Britain in 1957 after the Suez Crisis. He has shown himself to be a man of the

highest courage, intelligence, patience and understanding and richly deserves the reward he has won. Yet I doubt if even he could have kept the electoral tide flowing to the right after eight years of Tory rule but for two circumstances. One was the re-creation by Butler, the political thinker and educator, and Woolton, the political humanist and administrator, of the Tory Party in the wilderness years between 1945 and 1951. The other, and I suspect even more important factor, was the Labour Party's over-enthusiastic identification of itself with a political panacea which has proved itself—as all political panaceas must, however temporarily effective and popular—a chimera. For, though the British people are probably just as eager for social equality to-day as they were fifteen years ago, and though the Conservatives hold no monopoly of electoral favour, there were clear signs during the Election that they no longer believe that anything is to be gained by nationalisation. And it seems to have been the very workers whose industries were due next for nationalisation whose votes, more than any other single factor, tipped the scale in favour of the *status quo* and a continuance for another five years of Conservative rule.



A HAPPY DAY FOR THE HOME SECRETARY: MR. R. A. BUTLER WITH HIS FIANCEE OUTSIDE HIS WESTMINSTER HOME. HIS ENGAGEMENT COINCIDED WITH THE ANNOUNCEMENT THAT IN ADDITION TO HIS PRESENT OFFICE HE WILL ALSO BECOME THE CONSERVATIVE PARTY CHAIRMAN.

Only a few days after the General Election gave the Conservative Party an even greater majority in the House of Commons, the Home Secretary, Mr. R. A. Butler, announced that he is to marry Mrs. Mollie Courtauld. She is the widow of the Arctic explorer Mr. Augustine Courtauld, by whom she had six children, and who died earlier this year. Mr. Butler's first wife died in 1954. He has four children. At almost the same time as the news of the engagement came the announcement that, in addition to remaining as Home Secretary and Leader of the House of Commons, Mr. Butler was to replace Lord Hailsham as Chairman of the Conservative Party. Lord Hailsham, in his turn, replaces Mr. Butler as Lord Privy Seal in the new Government.

every likelihood of the comparatively narrow majority of votes given to the Conservatives in 1955 being transferred to the Socialists. Even after the Election started, the Socialist chances looked, almost up to the last moment, increasingly favourable. Yet when the results of the Poll were announced, the Conservatives were home with a substantially bigger majority than before. Short of some unforeseeable major national or international crisis, they now seem sure of a further four or five years of office or a continuous run of at least fourteen years of government. Similar periods of office enjoyed by the Liberals in the early years of the century and by the Tories in the 'thirties and early 'forties were only made possible by the wartime suspension of General Elections and were, in any case, modified and rendered unreal by the formation of wartime Coalitions.

Yet in the years immediately after the Second World War, it looked to many as though the Labour Party had established itself for many years, perhaps permanently, in office. Ever since the beginning of the century, with one notable but exceptional setback in 1931, it had been

FISH KILLED BY THE MULTI-MILLION: FLORIDA'S "RED TIDE" PLAGUE.

"RED TIDE"—which is neither red nor a tide, is a marine plague which kills fish by the multi-million and has been known now for over 100 years, off Australia, California, British Columbia and South-West Africa and particularly off Florida. It is caused by the sudden "bloom" or fantastic multiplication of a single cell organism called *Gymnodinium brevis* which gives off a toxic substance and destroys all oxygen in the water and all fish that swim into it quickly die for lack of oxygen. The water is turned to a dirty yellowish-brown and feels syrupy in the hands. When this discoloured water washes up on beaches it brings with it thousands of dead fish and soaks into the sands. Hot sunshine causes it to release a heavy and poisonous gas, which can be fatal to small animals and seriously affect people with chest and heart ailments. It brings commercial fishing to a complete standstill; and, of course, is a terrible disaster for tourist and resort centres. It also presents tremendous disposal problems. The worst affected areas in the present plague are Sanibel Island and the Sarasota district of Florida, and here practically all the available manpower has been mobilised to bury the fish with bulldozers and shovels, working in short shifts, principally on account of the appalling smell.



FISH KILLED BY "RED TIDE" ON A FLORIDA BEACH. FLORIDA IS NOW SUFFERING FROM THE FOURTH VISITATION OF THIS PLAGUE IN TEN YEARS. IT KILLS FISH BY THE MULTI-MILLION.



THE PLAGUE, WHICH IS CAUSED BY THE SUDDEN SPREAD OF A SINGLE-CELL ORGANISM, NOT ONLY KILLS FISH BUT POISONS THE BEACHES ON TO WHICH IT DRIFTS.



FISH KILLED BY "RED TIDE." THIS PLAGUE NOT ONLY BRINGS SEA-FISHING TO A STANDSTILL, BUT BY ITS NAUSEOUS SMELL RUINS SEASIDE RESORTS.

FROM THE PALACE GUARD TO THE PUNJAB: A MISCELLANY OF NEWS ITEMS.



A MAGNIFICENT TUDOR MANSION SOLD TO AN AMERICAN OIL BUSINESSMAN FOR AN UNDISCLOSED SUM: SUTTON PLACE, THE DUKE OF SUTHERLAND'S SURREY SEAT.

One of the country's Tudor showpieces, Sutton Place, near Guildford, Surrey, has been sold to Mr. Paul Getty, reputed to be the richest man in the world. Built between 1520 and 1530, the mansion was once owned by Lord Northcliffe and contains countless treasures.



THE FIRST GUARD INSIDE THE BUCKINGHAM PALACE RAILINGS: MEN OF THE 3RD BATTALION, GRENADIER GUARDS BEING RELIEVED ON OCTOBER 13.

On October 17, the first guard inside the railings of Buckingham Palace was mounted at 8 a.m.—the reason being announced by the War Office on October 9: "The reason for the change is that most of the year the number of people outside the Palace is so great that it has become impossible for the sentries to patrol their beat in a proper manner."



THE NEW NIGERIAN FLAG, APPROVED BY THE QUEEN, WHICH WILL BE FLOWN WHEN THE FEDERATION BECOMES INDEPENDENT NEXT YEAR. IT IS OF THREE VERTICAL BANDS, WHITE BETWEEN GREEN, SYMBOLISING RESPECTIVELY PEACE AND AGRICULTURE. IT WAS DESIGNED BY A NIGERIAN STUDENT.



DANCING THE TITLE PART OF THE NEW BALLET "ANTIGONE": MISS SVETLANA BERIOSOVA. "ANTIGONE" IS A NEW BALLET BY JOHN CRANKO AND HAD ITS WORLD PREMIERE AT COVENT GARDEN PERFORMED BY THE ROYAL BALLET ON OCTOBER 19. Photograph by Houston Rogers.



THE FIRST OF BRITAIN'S RAIL HOSTESSES: MISS TONIE FUNNELL ON HER FIRST DAY OF WORK AT ST. PANCRAS STATION ON OCTOBER 14. SHE WORKS IN THE NEW STREAMLINED SELF-SERVICE CAFETERIA "THE MIDLAND" WHICH PROVIDES COOKED MEALS FROM 7 A.M. TO 11 P.M.



MARCHING IN THE 18TH-CENTURY UNIFORM OF THE OLD 2ND CARNATIC BATTALION: A SCENE AT THE BICENTENARY PARADE OF THE 1ST BATTALION, THE 1ST PUNJAB REGIMENT. The bicentenary of the famous 1st Battalion, the 1st Punjab Regiment, which was formed in Madras in 1759, was recently celebrated in this very colourful manner at the Lahore cantonment. The parade was led by Field Marshal Sir Claude Auchinleck, Hon. Colonel-Commandant of the Regiment.



TALKING WITH SEPOYS OF THE 2ND REGIMENT, MADRAS NATIVE INFANTRY: FIELD MARSHAL SIR CLAUDE AUCHINLECK, HONORARY COLONEL-COMMANDANT OF THE 1ST PUNJAB REGIMENT.



THE ONLY MODERN WAY TO DO IT: A BRISTOL TYPE 192 HELICOPTER UNDERTAKING ITS FIRST COMMERCIAL JOB—MOVING A 2000-LB. PARABOLIC AERIAL SIX MILES IN FIVE MINUTES, AT CAMBRIDGE.

On October 13 a Bristol *Type 192* helicopter, flown by Mr. C. T. D. Hosegood, chief helicopter test pilot of Bristol Aircraft Ltd., undertook its first commercial operation and lifted a parabolic aerial for a radio-telescope, 27 ft. in diameter and weighing 2000 lb., from Grange Farm, about a mile west of Clare College, Cambridge, and transported it, slung beneath its fuselage, some six miles to its new site at Offal End. The intricate construction of the aerial made it impossible to dismantle and this, combined with its size and shape and weight, made helicopter transport the only practical means of transporting it. The

parabolic aerial is part of the equipment of the radio-telescope now being built for the Mullard Radio Astronomy Laboratory of the University of Cambridge. The Bristol *Type 192* is a twin-engined tandem-rotor helicopter; it has been ordered for service with the R.A.F. and a civil variant is also projected. It has a crew of two and can carry external loads up to 5250 lb.; and fitted as a flying ambulance can take twelve stretcher cases, an orderly and three seated wounded. The Series 2 form has two Napier *Gazelle* Series 2 gas-turbine engines; and its cruising speed is about 138 m.p.h.

THE result of the General Election has given rise to various explanations. A number of factors obviously contributed to it. Anyone who attributed it to a single cause might well be classified as "barmy." Many interpreters have told us that it was, above all, a "bread-and-butter" Election and that the mass of voters had chiefly in mind their future material prospects. They may be right in principle, but one feature should at least make us hesitate to agree with them entirely. This was the fact that the defeated party, that which, had it been victorious, would have formed the Government, promised more than the party of the Government in power in the way of bread and butter and added new promises to its list while the contest was in progress.

To put first the vaguest and most general feature, it is almost a platitude to say that a greater proportion of the electorate was broadly satisfied with the present state of affairs than that which was dissatisfied. The prosperity of the country favoured the existing team. The leader of that team had made and maintained an exceptionally good impression. "Let him get on with it!" was the majority reaction. Yet I am convinced that the support given to the leader and the

A WINDOW ON THE WORLD.

CONTINUITY OF PURPOSE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

Election gone the other way but, if I am right about the opinion of the electorate, it thought it wiser to be on the safe side in this respect.

This conception of continuity of purpose has been very much in the mind of the outside world all through, and probably much more so than in the minds of our own voters. It was strikingly shown in France, where relations had for some time been indifferent, mainly owing to the squabble over the Common Market and kindred subjects. General de Gaulle is the most prickly creature in politics, far more so than Dr. Adenauer, yet his relief was obvious. There is little or nothing of ideology in this; it is rather a question of getting work done with old customers. An interesting despatch to *The Times* from its Paris correspondent spoke of French satisfaction that the authority of the British Government had been "convincingly reasserted." France, he pointed out, was glad to

the British Prime Minister would join him in solving the question of disarmament and other international problems, now that he had been assured of the "support and trust" of the majority of the British people. One may argue that "support" involves "trust," so that the addition of the second word is of no great significance.

Yet "support" alone would have sufficed for politeness and no more. Mr. Khrushchev was surely going out of his way when he added "trust." Can one doubt that it gave the message a brighter and more hopeful colour? It was a gesture which must give satisfaction to the recipient.

Undercurrents are present in dealings with Russia. It has often been pointed out that Communists and revolutionaries generally have small liking for "Social Democrats," and though the title is dying and almost unknown here, it will be widely allowed that the type is pretty well represented by Mr. Gaitskell. I should not suppose that this factor weighs heavily in this case. What does count most in my estimation is that Mr. Khrushchev, having worked with the present team, would rather continue to do so than to work with another. That is not to say that any Western



THE ROUTE OF THE FIRST PURE-JET AIRLINER SERVICE ROUND THE WORLD, TO BE STARTED BY QANTAS EMPIRE AIRWAYS ON OCTOBER 27.

The Australian airline QANTAS Empire Airways is starting the first pure-jet round-the-world flights with their Boeing 707 fleet from Sydney on October 27. Flying time will be cut by half, not only for passengers, but also for mail and urgent freight. Sydney

newspapers can be delivered in London the following day. Four pages of sketches by our artist done on the record-breaking journey from London to Sydney in 31 hours 36 minutes and on the return journey, appear in this issue.

team was not due solely to material reasons and was not confined to domestic politics. There was a widespread feeling that the conduct of international policy, at a highly critical but not unpromising moment, should remain in the hands of those who had hitherto been responsible for it.

The principle of continuity in foreign policy has been common in this country. It has extended outside the bounds of party. One may glance at a situation which has some resemblance to that of the present day, though there was no General Election and there was a change of Government. The power of revolutionary France represented a great danger, as does that power of Russia now. When Addington took office in 1801, the outgoing Foreign Secretary, Lord Grenville, wrote to his young successor Lord Hawkesbury—later, as second Earl of Liverpool, to be a far more substantial figure than he then was and a successful Prime Minister—a letter of extreme generosity, offering to put his experience of continental politics at the new man's disposal. That Hawkesbury made a weak peace is beside the point.

Within the lifetime of those still in their early fifties the change from Lansdowne to Grey made no difference to the foreign policy of this country, even though the first Prime Minister under whom the latter served was a good deal to his left. On many occasions, too, when the subject has been closely and even bitterly debated in Parliament, certain principles have remained constant in the Foreign Office. It can hardly be doubted that this would have been the case had the General

be able to deal with one whose policies she found "at least susceptible of discussion" even when not entirely to the liking of the régime.

A similar impression has been made by German reactions. There the situation is a curious one because the links between Mr. Selwyn Lloyd and Herr von Brentano have throughout been, so far as we know, close. Differences have been revealed for the most part in remarks, occasionally in the nature of asides, made by the Federal Chancellor. His criticisms, like the French though not so strongly, have touched economic problems, but the major stumbling-block has been his ideas on political integration. It would appear, however, that the Federal Government is also satisfied.

No speculation is called for about that of the United States. In and even outside official circles the attitude has been what is called "correct," but the sigh of relief after the General Election was audible. In one respect this was remarkable: the British Prime Minister's visit to Moscow had been received rather coolly, with suggestions that he had taken too much upon himself. We can confidently assume that this impression has since been modified, largely as a result of the conversations between President Eisenhower and Mr. Macmillan. Yet here again convenience and continuity of purpose and methods come in. The United States feels, as I believe many uncommitted voters felt here, that the path to "the Summit" would best be trodden by those who have prospected it.

I have left till last the most striking case of all, that of Soviet Russia. Mr. Khrushchev hoped that

leader or team will ever find him easy to deal with. He is, in fact, very much the reverse. Nor is it possible to prophesy quick results from the next exchanges. On the other hand, he can make his advance assessments more confidently than if this team had been withdrawn.

Ever since the Second World War many publicists have contended that the methods of conducting foreign policy have altered chiefly in that this is now done largely over the radio. The greatest change that I observe is the closer personal contact between prime ministers and between foreign ministers. Business done in the time of Lansdowne, Grey, and Curzon through Embassies is now done in conferences and at meetings, though conferences were far from unknown in the past. This development actually increases the need for continuity of purpose within the Government because the Embassies acted as very useful filters when misunderstanding or inexperience muddled the communications. The vast majority of the electors did not, think out all this, and many who voted for the present Government might not agree with the views expressed. I believe, however, that the idea was in the air.

CORRECTION.

With reference to page 411 in our issue of October 10 and the caption to the centre right-hand picture, Her Royal Highness Princess Alexandra is not accompanied by Brigadier Perry, who, is, of course, Regional Chairman for the Eastern Region of the Imperial War Graves Commission, during her visit to the Kanchanaburi war cemetery, where approximately 5000 troops are buried.

A WINDOW ON THE WORLD—I.



THE WORLD'S SIXTH HIGHEST MOUNTAIN, CHO OYU, WHERE THE ALL-WOMEN'S EXPEDITION MET WITH DISASTER, LOSING ITS LEADER, MME. KOGAN, AND MME. VAN DER STRATTEN.

NEPAL. DISASTER OVERTAKES THE INTERNATIONAL ALL-WOMEN'S EXPEDITION TO CHO OYU.

ON October 18 it was learnt that the attempt on the world's sixth highest mountain, Cho Oyu (26,750 ft.), by the international all-women's expedition had been abandoned after the death of its leader, Mme. Claude Kogan, Mlle. Claudine van der Stratten and Sherpa Angnorbu. As far as was known at the time of writing, the sequence of events was as follows. On October 2, two Sherpas, Tsung and the leader of the Sherpas, Sardar Wangdi, were caught in an avalanche, during the setting up of Camp IV at 23,000 ft. Tusang was killed, but Sardar Wangdi escaped with frost-bite. Slightly previous to this Mme. Kogan, Mlle. van der Stratten and Sherpa Angnorbu had gone up to the camp and were cut off by the blizzards in which Tsung perished. When the weather calmed down on October 10, a search-party of other members of the expedition went up and found Camp IV absolutely destroyed. Remains of it were scattered all round, but there was no trace whatever of Mme. Kogan, Mlle. van der Stratten and Angnorbu. The surviving members of the expedition, three French, three British (Miss Margaret Darvall, Mrs. Eileen Healey and Countess Dorothea Gravina), three Indian (including the two daughters of Sherpa Tensing) and one Swiss, were understood to



BEFORE THE ILL-FATED EXPEDITION LEFT FOR NEPAL: MME. KOGAN (CENTRE, POINTING TO THE MAP), WHO PERISHED NEAR CAMP IV, WITH (LEFT, L. TO R.) MME. BOLAZ, MME. LE BERT AND (RIGHT) MME. FRANCO AND THE OTHER CASUALTY, THE BELGIAN MME. CLAUDINE VAN DER STRATTEN.

be on their way back to Namche Bazar. Mme. Kogan, a widow, was thirty-nine and making her third visit to the Himalayas. In 1954, with Raymond Lambert, she reached a point 1300 ft. below the summit of Cho Oyu—a world record for women climbers; and in 1955, again with M. Lambert, climbed the 24,299-ft. Ganesh Himal. Mlle. Claudine van der Stratten, Belgian, was a leading climber and a ski-ing champion.

A WINDOW ON THE WORLD—II.



ALASKA. WITH UTTER DISDAIN FOR APPROACHING CARS: ONE OF THE THREE MOOSE WHO DECIDED TO SPEND THE DAY IN TOWN ON OCTOBER 15, AND DEFIED ALL ATTEMPTS BY THE POLICE OF FAIRBANKS TO CHASE THEM OUT. LATER, HAVING SEEN ALL THEY WANTED TO SEE, THEY STROLLED OUT OF THEIR OWN ACCORD.



(Left.) NAIROBI, KENYA. LITTLE GAME HUNTING BY HUNTING-CLAN: AUGUSTA, A THREE-MONTH-OLD LION CUB, BEING LABELLED FOR LONDON.

(Right.) LONDON. AT THE END OF HER FLIGHT: A PLACID AUGUSTA, A GIFT BY LADY BARING TO WHIPSNADE ZOO, BEING BOTTLE-FED BY AN AIR HOSTESS. A three-month-old lion cub, found deserted by its mother near Nairobi, was adopted by Lady Baring, wife of Sir Evelyn Baring, then Governor of Kenya. Named *Augusta*, the cub was given to Whipsnade Zoo, and was flown from Nairobi to London by the Hunting-Clan "Africargo" service on October 9.



NEAR ROME, ITALY. MOST ROADS LEAD TO ROME: PART OF THE "HIGHWAY OF THE SUN," MUCH OF WHICH IS ALREADY OPEN TO TRAFFIC. IT WILL EVENTUALLY LINK MILAN AND NAPLES. HUGE PAINTED SIGNS MAKE IT HARD TO GO WRONG.



FLORIDA, U.S.A. DEMONSTRATING THE GROWING POPULARITY OF WATER SKIING: THIRTY-ONE SKIERS BEING TOWED DURING A RECORD RUN OFF TAMPA. Members of the Tampa Ski Bees recently set up what is claimed to be a record for the number of water skiers to be towed by one boat: thirty-one. The boat was powered by two outboard motors, and all the skiers started at the same time. It must have been a temptation to stop the boat in the middle.



PARIS, FRANCE. WITH RODS INSERTED TO SHOW THE POSITION OF BULLET-HOLES: THE CAR FROM WHICH LEFT WING SENATOR MITTERRAND ESCAPED ASSASSINATION. Only quick action on the part of French Senator Mitterrand saved him from death on October 16, when, after being hotly pursued by a car driven by gunmen, he swung his own car into a side-street, leapt out of it and dived among some nearby geraniums. The gunmen fired seven shots into the Senator's car, but he was unhurt. A former Minister in M. Mendès-France's Government, M. Mitterrand favours a quick negotiated peace with the Algerian rebels. Police protection for political figures with similar views is being strengthened.

A WINDOW ON THE WORLD—III.



(Left.)
NAGOYA, JAPAN.
THE FLOODED HIGH
STREET FLANKED BY
WRECKED HOMES: A
SCENE OF TERRIBLE
DEVASTATION AFTER
THE IMPACT OF
TYPHOON VERA.

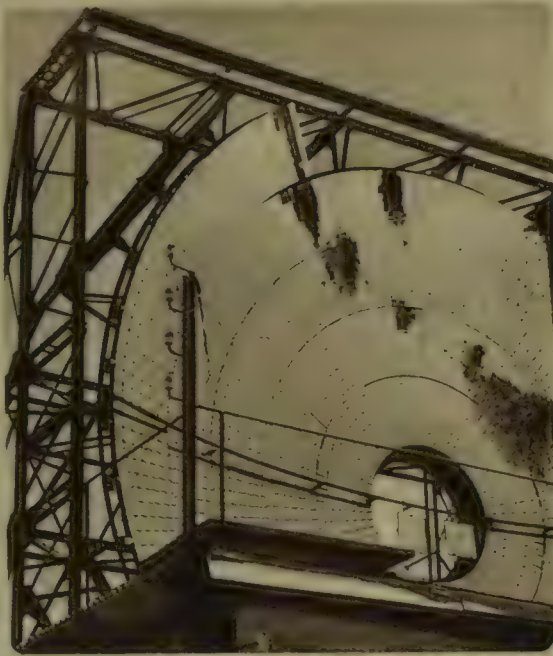
In the stricken city of Nagoya, hit by the worst typhoon in Japan's recorded history, many of the bewildered survivors had the sad task of visiting the temporary morgues set up in the open, to try to identify the numerous bodies of the typhoon's luckless victims. Some of the city's main streets now pass through areas of almost total devastation, while there is still fear of widespread epidemics.

(Above, right.) NAGOYA, JAPAN. A HEART-BREAKING SCENE IN THE TEMPORARY MORGUE SET UP AFTER THE TYPHOON: FRIENDS AND RELATIVES AMONG THE UNIDENTIFIED DEAD.



FRANCE. AT THE MONT LOUIS SOLAR RESEARCH ESTABLISHMENT: THE HUGE ORIENTING MIRROR.

This Solar Research establishment, claimed as the largest in the world, is to be superseded by an even larger one which is to be built at nearby Odeillo. The Mont Louis system can produce temperatures of more than 12,000 degrees Fahr. and can melt up to half a ton of iron a day.

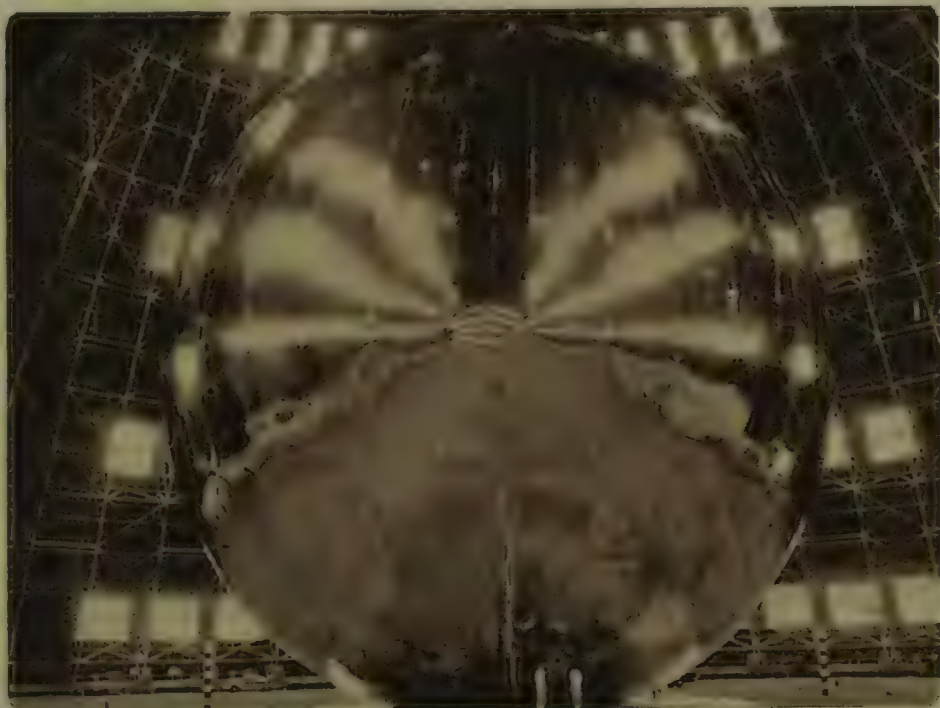


FRANCE. THE PARABOLIC MIRROR. HERE THE SUN'S RAYS ARE CONCENTRATED TO HEAT THE FURNACE.

Here the sun's rays are concentrated to heat the furnace.



MOSCOW, U.S.S.R. SAID TO HAVE ACCOMMODATION FOR UP TO 2000 SPECTATORS: A GIANT NEW SWIMMING POOL WHICH IS NOW BEING CONSTRUCTED ON THIS SITE NOT FAR FROM THE MOSCOW RIVER, SEEN IN THE FOREGROUND.



VIRGINIA, U.S.A. A CRYSTAL BALL FOR THE SPACE AGE: AN ENORMOUS BALLOON WHICH MAY BE USED ON A FLIGHT TO THE MOON, SEEN DURING TESTS.

At an aeronautical research centre in Newport News, Virginia, this 100-ft.-wide balloon has been constructed out of very thin plastic film coated with aluminium. It is capable of being folded into a small metal container, sent aloft in a space-rocket and automatically inflated in space.



OSLO, NORWAY. FOR NATIONAL DEFENCE: THE FIRST OF FOUR NIKE ROCKET BATTERIES WHICH ARE TO BE SET UP IN STRATEGIC PLACES.

Strategic sites in Norway have been chosen for the establishment of Nike missile batteries. This American "ground-to-air" missile is one of several versions of a rocket which is one of the vital armaments in the United States defence system.

A WINDOW ON THE WORLD—IV.



ALBERTA, CANADA. AN EFFECTIVE EMERGENCY MEASURE FOR REIGNITING EXCESS GAS FUMES AT THE TOP OF AN OIL PLANT FLARE TOWER: THE BOW-AND-LIGHTED-ARROW TECHNIQUE.



GREENLAND. A CITY UNDER ICE AND SNOW IN THE MAKING: THE "GOTHIC" VAULT WHICH IS BEING CARVED BY THE U.S. ARMY IN THE ICE-CAP 800 MILES FROM THE NORTH POLE TO FORM PART OF CAMP CENTURY, A SUBTERRANEAN STATION FOR SCIENTISTS ENGAGED ON POLAR RESEARCH.



MINNEAPOLIS, U.S.A. PUTTING AWAY SUMMERTIME ACCESSORIES AT THE UNTIMELY ARRIVAL OF WINTER: BRUSHING SNOW FROM A PORTABLE BARBECUE BEFORE STORING IT FOR WARMER WEATHER. FURTHER NORTH, IN THE CANADIAN PRAIRIE PROVINCES, SIMILAR UNSEASONABLE FALLS WERE REPORTED.



WEST GERMANY. A SOARING CENOTAPH IN MEMORY OF GERMAN FIGHTER PILOTS OF BOTH WORLD WARS, RECENTLY ERECTED NEAR GEISENHEIM, IN THE RHINELAND, AND DUE FOR CONSECRATION ON OCT. 17.



FORMOSA. A NEW SORT OF AMPHIBIOUS COMMAND: MARINES OF THE CHINESE NATIONALIST FORCES SWIMMING PAST IN PERFECT FORMATION AND IN DETACHMENTS OF 200—WHILE



PRESIDENT CHIANG KAI-SHEK TAKES THE SALUTE. THIS AMAZING PHOTOGRAPH WAS TAKEN AT THE RECENT ANNUAL NAVAL REVIEW OF THE NATIONALIST FORCES IN FORMOSA.



THIS is an exhibition of eighty-three drawings, a selection, I understand, from about twice that number which have been gathered together with mingled affection and learning during the past twenty years or so, and are now shown on behalf of the Children's Country Holidays Fund. They belong to Dr. and Mrs. Francis Springell.

Dr. Springell, a refugee from Czechoslovakia just before the war, speedily established himself in the north-west and—with his own scholarly researches into the work of his distinguished 17th-century compatriot Wenceslas Hollar as a sort of foundation—has quietly and gradually built up an enviable collection of remarkable range—from miniatures and illuminated MSS. down to English drawings of the 18th century. So far the English water-colourists do not seem to have interested him; with one or two rare exceptions (there are two excellent Rowlandsons, for example) he remains faithful to painters who draw, rather than (if one may put it this way) to draughtsmen who paint.

Some of his drawings can be reasonably classed as masterpieces, not by any means because their value to-day must be formidable, but because of their magnificent quality. And here—going round the gallery without paying too much attention to the catalogue—I find myself deriving an enormous amount of pleasure from drawings as diverse as an exquisite "Virgin and Child"—pen and ink on a pink prepared ground heightened with white—by Fra Bartolommeo, a self-portrait by Rembrandt seated at his easel, and this cat of cats by the 18th-century French painter J. B. Oudry (Fig. 3), whose admitted masterpiece, "The White Duck," with its extraordinary symphony of different tones of white, will not be forgotten by any who happened to see it for the first time as it hung for many years in the house of the late Sir Philip Sassoon—the one painting which brings this wonderfully competent painter of animals and birds somewhere near Chardin himself.

As to the Rembrandt, he is obviously a young man, so presumably this drawing was dashed off

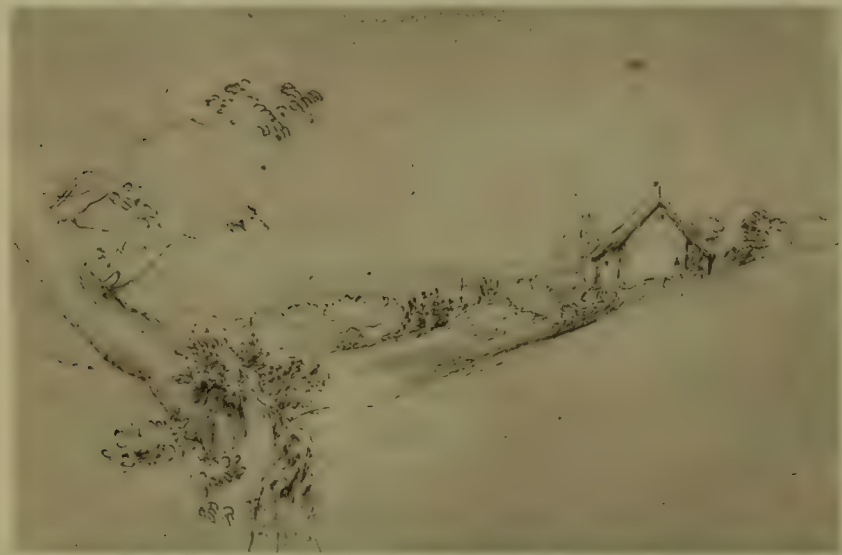


FIG. 2. "LANDSCAPE SKETCH": A RARE LANDSCAPE DRAWING BY ANTHONY VAN DYCK (1599-1641), POSSIBLY DRAWN AT RYE IN 1633-34. (Pen and brown ink: 8½ by 12½ ins.)

during a few moments' leisure one day round about 1630. I note with amusement that one expert has taken the trouble to suggest 1632 or 1633 as against the previously suggested 1627-30; by such minutiae of no consequence can reputations for erudition be fostered. There is another little drawing by Rembrandt of "Farm Buildings Among Trees," and next to it one of those rare drawings by Van Dyck (Fig. 2)—also pen and ink—possibly done at Rye when the painter was there in 1633-34. Three drawings by Dr. Springell's first love, Wenceslas Hollar, are near by; two heads of Mrs. Hollar, a sheet of numerous studies of Dutch costume and another of studies of Antwerp Cathedral. (The owner's valuable study of Hollar's drawings was published in 1938 in

Vienna.) A typographical drawing by an earlier artist is a few feet away—a view of exceptional interest—pen and water-colour—by the Fleming, Joris Hoefnagel (who died in 1600). This is of "Windsor Castle," with an inscription in the artist's hand. The same view was engraved in the illustrated volume, "Civitates Orbis Terrarum," published in Cologne, 1572, and the careful drawing made for this engraving, no doubt based upon this one, is in the Royal Library at Windsor.



FIG. 1. "SKETCHES OF THE HEAD OF A GIRL AND OF A CAT," BY ANTOINE WATTEAU (1684-1721); ONE OF THE DRAWINGS FROM THE COLLECTION NOW ON VIEW AT COLNAGHI'S. (Pen and wash over black chalk: 7½ by 4½ ins.)

A large drawing—oil on paper—by the 17th-century G. B. Castiglione, evidently made as an end in itself and not as a preliminary study for a painting, is highly effective over the fireplace, and further on, the eye is beguiled by what is surely one of the best little Gainsborough landscapes in existence and in beautiful condition; a wooded landscape with the nearly inevitable cows, apparently last seen in public at the Gainsborough Exhibition at Sir Philip Sassoon's as long ago as 1936. Tastes are bound to differ over these matters and I am hopelessly prejudiced; moreover, it is not too intelligent to attempt to compare a landscape and a portrait. None the less, visitors may find it stimulating to try and assess the relative merits of this minor marvel and of a black and white chalk drawing on blue paper of a seated woman by the same graceful hand. I believe Gainsborough himself would prefer to be remembered by the former.

Together on the same wall with Gainsborough and Rowlandson—astonishing how well the latter, represented at this point by a young woman's portrait, holds his own among distinguished company!—are a dozen French 18th-century drawings, each one to me more endearing than the next. A wild statement and obvious nonsense—but by this time, having progressed round the gallery, from mediæval Italy, via Dürer, Lucas Cranach, Michelangelo, Brueghel and the other demi-gods, I am very nearly intoxicated. One can perhaps remain coldly appraising before a

red chalk drawing of a flying cupid, attributed to Greuze and honoured at some time or another with a false Fragonard signature, but not, I suggest, in front of this ethereal Watteau of a girl's head and the cat (Fig. 1), nor in front of a delicate black chalk and wash scene at the Paris Mint by Gabriel de St. Aubin.

The Swiss Henry Fuseli, for all his success as an R.A., seems to me scarcely worth bothering about, though for those who enjoy the portentous there is a drawing by him of "A Female Figure With a Monstrous Cat Seated on a Toadstool"; what a preposterous ass the man is!—and how agreeable to turn from him to the dreams of Francesco Guardi—a romantic capriccio with ruined arches and that wonderful nervous sparkling handwriting; or, through the door into the corridor, the slightly raffish Rowlandson of "Tim Botch the Cobbler." Better still—at least I think so—a red and black chalk drawing by François Boucher of a boy holding a crayon in his hand and about to begin work—in his left hand, by the way, so that this may be an idea for an engraving which apparently was never carried out. There is a woodland landscape with figures—pen and wash over black chalk—by Fragonard, described as "fairly early, in the painter's Dutch style" and so hardly characteristic; a lovely red chalk "Fishermen's Return" by his friend Hubert Robert, and—in the corridor—a romantic landscape with ruins and a horseman herding sheep by that most English of painters of the Paris countryside Louis Moreau the Elder (1739-1805), who horrified the connoisseurs of his day by deserting the traditional heroic subjects and by painting green when his eyes saw green: so they accused him of painting with spinach. But in truth he was as interested in the delicate nuances of atmosphere as Corot himself and can to some extent be regarded as the 18th-century predecessor of that great man and of his followers.

So much about a dozen or so of this collection. Many have been seen in various exhibitions during the past quarter of a century but they have not,



FIG. 3. "A CAT," BY JEAN BAPTISTE OUDRY (1686-1755); FROM THE SAME EXHIBITION OF DRAWINGS FROM THE COLLECTION OF DR. AND MRS. FRANCIS SPRINGELL, WHICH CLOSES ON NOV. 11. (Black chalk and water-colours: 16½ by 13½ ins.)

as far as I am aware, been exhibited together until now. The earlier drawings have all been the subject of intensive study and many of them have been discussed at length in specialist publications as part of the continuous pursuit of truth. While it is, of course, not unimportant to decide whether this or that is from the hand of Lucas Cranach the Elder or of his son, and it is admitted that the game of giving names to drawings is fascinating, if a trifle esoteric, the average visitor, liable perhaps to be bored by such erudite speculations, can easily relax if he wishes, ignore these problems and merely enjoy a beautifully balanced series, ignoring both date and author.

A LOAN EXHIBITION OF FINE OLD MASTER DRAWINGS IN LONDON



"A MONASTERY ON THE BANKS OF THE TIBER," BY CLAUDE GELLEE, CALLED "LE LORRAIN" (1600-1680): THE FRONT OF A SHEET OF PAPER WHICH HAS A SIMILAR SKETCH ON THE REVERSE SIDE.
(Pen and brown ink with grey wash on blue paper: 3½ by 8½ ins.)



"LANDSCAPE WITH WINDMILLS," BY JAN BRUEGHEL THE ELDER (1568-1625): ONE OF THE FINEST DRAWINGS IN THE CURRENT EXHIBITION AT COLNAGHI'S.
(Pen and water-colour: 9½ by 13½ ins.)



"FIVE HEADS," BY GIOVANNI BATTISTA TIEPOLO (1696-1770): ONE OF SEVEN DRAWINGS BY THIS MASTER. IT COMES FROM AN ALBUM WHICH WAS BROKEN UP IN 1928.
(Pen with brown and grey wash over black chalk: 6½ by 8½ ins.)



"VIEW OF WINDSOR," BY JORIS HOEFNAGEL (1542/45-1600): AN ATTRACTIVE DRAWING WITH A TOPOGRAPHICAL INSCRIPTION IN THE ARTIST'S OWN HAND—FROM A SKETCH-BOOK.
(Pen and water-colour: 10½ by 16½ ins.)



"REBECCA AT THE WELL," BY LAMBERT DOOMER (1622/3-1700): A RARE AND IMPORTANT DRAWING, SINCE DOOMER RARELY UNDERTOOK BIBLICAL SUBJECTS. IT IS SIGNED AND DATED "DOOMER 1696."
(Pen and brown ink with water-colour: 10½ by 16 ins.)



"LANDSCAPE WITH COWS IN A WOODED LANDSCAPE," BY THOMAS GAINSBOROUGH (1727-1788): A WATER-COLOUR SKETCH WITH THE CHARACTERISTIC COWS IN PROMINENCE.
(Water-colour, heightened with white chalk: 8½ by 12 ins.)

The collection of Old Master Drawings which are the property of Dr. and Mrs. Francis Springell, is now on exhibition at Messrs. P. and D. Colnaghi and Co., Ltd., 14, Old Bond Street, W.1, and will remain on view until Wednesday, November 11. This collection consists of eighty-three drawings which date from the mid-15th century until the late 18th or early 19th centuries. Three of the most outstanding works are illustrated on the facing page, where Mr. Frank Davis writes about the collection. These, together with the six illustrated on this page, give some idea of the variety and balance of this remarkable collection. One of the earliest drawings in the exhibition is a 15th-century Florentine study of nine prophets and kings of the Old Testament, one of a series of eight sheets representing famous characters of Antiquity. Berensen placed these in the school of Fra Angelico, but other scholars have

favoured Piero della Francesca. Among other notable Italian drawings are: a scene of Christ before Pilate generally attributed to Michelangelo; an interesting landscape by Carracci, showing a monastery on a hillside and two quickly-sketched heads in the foreground; an attractive study of a woman's head by Veronese and a number of works by Tiepolo. From the Netherlands, there is a small study of a peasant by Pieter Brueghel the Elder, a self-portrait by Rembrandt and a drawing of the Emperor Ferdinand II by Rubens. Pre-eminent among the French drawings are two small works by Claude, one on the back of the other; a Boucher and the magnificent Oudry illustrated on the facing page. English drawings include the beautiful Gainsborough (above), a couple of Rowlandsons and a study of a woman by Romney. The exhibition is in aid of the Children's Country Holidays Fund.

THE THREAT OF THE ASWAN HIGH DAM TO THE 4200-YEAR-OLD ABU SIMBEL

TEMPLES, ONE OF THE WORLD'S GREATEST MONUMENTAL MASTERPIECES.



FIG. 1. THE HEAD OF RAMESES II FROM THE RIGHT-HAND STATUE OF THE GREAT TEMPLE AT ABU SIMBEL, WITH A HUMAN FIGURE GIVING THE GIGANTIC SCALE. ALL FOUR STATUES ARE OF RAMESES II.



FIG. 2. THE GREAT TEMPLE OF ABU SIMBEL AS IT WAS IN 1838, WHEN THE SCOTTISH PAINTER, DAVID ROBERTS, MADE THIS DRAWING. THIS WAS BEFORE THE FORECOURT LEADING DOWN TO THE NILE WAS CLEARED OF SAND.



FIG. 3. THREATENED WITH COMPLETE IMMERSION IF THE FULL ASWAN HIGH DAM PLAN GOES THROUGH: THE LARGER ABU SIMBEL TEMPLE WITH THE FOUR SEATED COLOSSI.



FIG. 4. A FRONTAL VIEW. EACH SEATED COLOSSUS IS 66 FT. HIGH, WITHOUT THE PEDESTAL. INSIDE ARE TWO HALLS AND A SANCTUARY.



FIG. 5. THE SMALLER HATHOR TEMPLE AT ABU SIMBEL. THE STANDING FIGURES OF RAMESES AND HIS QUEEN, NEFERTARI, ARE 33 FT. HIGH.



FIG. 6. AN OBLIQUE VIEW OF THE HATHOR TEMPLE AT ABU SIMBEL. THIS IS ALSO ROCK-CUT OUT OF AN ESCARPMENT, LYING OBLIQUELY TO THE ESCARPMENT CONTAINING THE GREAT TEMPLE.

On October 1 a group of international archaeologists met in Cairo at the instance of the Egyptian Government and under the auspices of UNESCO to consider the possibility of international action in the matter of excavating, recording and preserving those Egyptian antiquities in Nubia which are

certain to be submerged or otherwise affected, as and when the complete plan of the Aswan High Dam goes through. At the opening meeting the Egyptian Government announced a radical change in its policy as regards excavation by foreign expeditions, and said that, in addition to full co-operation,

(Photographs as follows: Figs. 1, 2 and 6, Radio Times, Hulton Picture Library; Figs. 3 and 5, from "The



FIG. 7. WHAT WILL HAPPEN TO ABU SIMBEL ALSO—UNLESS SOMETHING IS DONE: ALL THAT CAN BE SEEN OF THE TEMPLES OF PHIÆ (RIGHT OF THE BUOY) WHEN THE ASWAN DAM IS FULL.



FIG. 8. THE GREAT TEMPLE AT PHIÆ WHEN THE WATER IN THE DAM (WHICH CAN BE SEEN RIGHT) IS LOW. THIS PHOTOGRAPH IS TAKEN FROM THE SAME VIEWPOINT AS FIG. 7.

they would be prepared to "cede at least half the proceeds of their finds"—a change which may well foreshadow a return to the golden age of Egyptology. Following this meeting the experts left to examine the Nubian antiquities *in situ*; and on the basis of their findings have submitted a report to UNESCO, who are to announce their reactions in mid-November. Unquestionably the most important, and spectacular, of the antiquities concerned are the temples on the Island of Philae and the great rock-cut temples of Abu Simbel, in southernmost Egypt, a little north of Wadi Halfa. For the last thirty years Philae has been annually submerged and revealed again (Figs. 7 and 8), and has suffered considerable deterioration in the progress—and the local rock at Philae is granite. The situation at Abu Simbel is far more serious. These

two rock-cut temples (Figs. 3-6) at the final stage of the High Dam will be covered with 150 ft. of water; and although this may not take place for a considerable number of years, it must be remembered that they are carved from sandstone with a considerable salt content, and that as soon as water reaches the lower levels of them, seepage will instantly begin and the stone will start to disintegrate. It is understood that the experts have recommended that an earth dam be built in front of them, but this will be an immense and costly business, and it is not known where the money would come from. But the need is dire and, as Professor Emery has said, "There is no monument in the world that is such a masterpiece, such an engineering achievement as the 19th Dynasty temple at Abu Simbel."

Tears of Isis," by Richard Carrington, publ. Chatto and Windus; and Figs. 4, 7 and 8 by Dr. J. F. E. Bloss.)

THE MEMBERS OF MR. MACMILLAN'S RECONSTITUTED GOVERNMENT.



MINISTER OF HOUSING: MR. HENRY BROOKE, WHO RETAINS HIS POST.



COLONIAL SECRETARY: MR. IAIN MACLEOD, FORMERLY MINISTER OF LABOUR.



PAYMASTER-GENERAL: LORD MILLS, WHO WAS FORMERLY MINISTER OF POWER.



TO THE BOARD OF TRADE: MR. MAUDLING, FORMERLY PAYMASTER-GENERAL.



MINISTER OF EDUCATION: SIR DAVID ECCLES, FORMERLY AT THE BOARD OF TRADE.



HOME SECRETARY AND LEADER OF THE HOUSE OF COMMONS: MR. R. A. BUTLER.



FOREIGN SECRETARY: MR. SELWYN LLOYD WHO RETAINS THIS POSITION.



MINISTER OF LABOUR: MR. E. HEATH, FORMERLY CHIEF GOVERNMENT WHIP.



MINISTER OF TRANSPORT: MR. ERNEST MARPLES, WHO WAS FORMERLY P.M.G.



LORD PRIVY SEAL AND MINISTER FOR SCIENCE: LORD HAILSHAM, FORMERLY LORD PRESIDENT.



CHANCELLOR OF THE EXCHEQUER: MR. HEATHCOAT AMORY, WHO RETAINS HIS POST.



SECRETARY FOR SCOTLAND: MR. JOHN SCOTT MACLAY, WHO RETAINS HIS POSITION.



MINISTER OF AGRICULTURE: MR. JOHN HARE, WHO RETAINS HIS POSITION.

The composition of Mr. Macmillan's new Government shows major changes from the previous one. Two entirely new posts are those of Minister of Aviation and Minister for Science, Mr. Sandys and Lord Hailsham respectively having been appointed to them; no separate Ministry of Science is being set up. The Ministry of Supply, established in April 1939, has been abolished. With the creation of a new Ministry of Aviation, the Ministry of Transport—under Mr. Marples, who has been promoted from Postmaster-General—will concern itself only with road, rail and sea transport. Among important ministerial changes are the appointment of Mr. Macleod as Colonial Secretary in place of Mr. Lennox-Boyd, who is retiring for family reasons. The other new Cabinet member is Mr. Heath, who becomes Minister of Labour.



CHANCELLOR OF THE DUCHY OF LANCASTER: DR. CHARLES HILL, UNCHANGED IN OFFICE.



COMMONWEALTH RELATIONS AND LORD PRESIDENT OF THE COUNCIL: LORD HOME.



MINISTER OF DEFENCE: MR. HAROLD WATKINSON, FORMERLY TRANSPORT MINISTER.



LORD CHANCELLOR: VISCOUNT KILMUIR, WHO IS UNCHANGED IN OFFICE.



MINISTER OF AVIATION: MR. DUNCAN SANDYS, FORMERLY MINISTER OF DEFENCE.



THE 44TH INTERNATIONAL MOTOR EXHIBITION, SPECIAL SECTION.



CARS OF THE YEAR: OUTSTANDING MODELS AT EARLS COURT (OCT. 21-31).

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.Mech.E.

NOT for many years has there been such an exciting Motor Show. In the first place Earls Court this year holds an unprecedented number of new models, for although some of them were announced earlier in the year and are in full production, accordingly being widely seen on the roads, they are, nevertheless, new in the sense that they have not been exhibited at Earls Court before.

Secondly, some of them are also new in the sense that from the technical point of view they break fresh ground, obvious examples being the Triumph *Herald* and the B.M.C. twins in the small-car class, and amongst the larger cars the Daimler, Rolls-Royce and Bentley, all with V-8 engines, and the Chevrolet *Corvair* from the U.S.

During the year the B.M.C. has brought out one new model after another, to a total of five in the 1½-litre class and three in the 3-litre class, all styled by Farina and with a strong family resemblance. To these must be added their sports models, the M.G. *M.G.A. 1600* and Austin Healey *3000*, both with increased engine capacity and disc front brakes, and, of course, their latest and highly unorthodox Austin *Seven* and Morris *Mini-Minor*. While the Austin Healey *Sprite* is too young to need a successor, it has been improved by minor modifications.

Of the five 1½-litre cars, with the B-series engine, the Wolseley *15/60* was the first to appear, followed by the Austin *A.55*, the M.G. *Magnette*, the Morris *Oxford*, and the Riley *4/68*. Although all carry the now well-known Farina-styled body shell, they have distinctive frontal appearances. They also have differences in seating, trim and furnishings, the Wolseley, M.G. and Riley being more luxuriously finished with polished woodwork and hide upholstery. Performance differs also, the M.G. and Riley having two carburettors and a higher back axle ratio.

The three 3-litre models, Wolseley *6/99*, Austin *A.99* and the new *Princess*, are identical in mechanical specification and have the C-series engine with a bore of 83.34 mm., a three-speed all synchromesh gear-box and the Borg-Warner semi-automatic over-drive. They are 100-m.p.h. cars and accordingly have disc brakes in front, with drum brakes at the rear, a vacuum servo assisting the driver to apply them. Their larger size shows off the Farina styling to better advantage. The Wolseley is more luxurious than the Austin, and the *Princess* is specially finished by Vanden Plas.

To turn to the unorthodox, the Austin *Seven* and Morris *Mini-Minor* have been widely described and it is sufficient to "recap" their special features. These are the transverse 848-c.c. engine with the four-speed gear-box below it in its crankcase, with short shafts driving the front wheels, independent suspension back and front by rubber spring units, and small 10-in.-diameter wheels. The theme is maximum internal space for four adults within minimum external dimensions.

The Triumph *Herald* also is now well known for its special features. It, too, has independent suspension all round, a transverse spring being used at the rear with swinging half-axle shafts, the final drive unit being carried on the chassis frame. Its body is built up from seven assemblies bolted together, making for rapid and easy repair to accidental damage, and it is designed for easy maintenance, there being not a single grease-gun nipple.

Another interesting car in the 1-litre class is the Ford *New Anglia* two-door saloon, orthodox in specification but having a very over-square overhead-valve engine of 80.96 mm. bore and only 48.4 mm. stroke (997 c.c.), and a four-speed gear-box of very sturdy design. The compression ratio is high, 8.9 to 1, and the engine develops 39 b.h.p. at 5000 r.p.m. The car is of unitary construction, and of very modern low-drag appearance, with a large rear window which has a reverse slope and

gives increased headroom for the rear passengers. The same mechanical units are used in the four-door saloon *Prefect*, but the *Popular* retains the 1172-c.c. side-valve engine in the old *Anglia* body shell.

Of the Rootes cars, interest centres in the Sunbeam *Alpine*, an entirely new high-performance open sports two-seater, also available with a detachable hard top. The engine is slightly over-square, 79 mm. bore and 76.2 mm. stroke (1494 c.c.), with an aluminium cylinder head which allows a compression ratio of 9.2 to 1 to be used, and with very efficient induction and exhaust systems. The maximum output is accordingly high, 83.5 b.h.p. at 5300 r.p.m., and brings the car into the 100 m.p.h. class, so that Girling disc brakes are fitted to the front wheels.

The Sunbeam *Rapier* Series III also has this engine, but with a different exhaust system, the output being 78 b.h.p. at 5400 r.p.m., although the same close-ratio gear-box is used, and Lockheed disc front brakes are fitted. Body modifications

the cleaning up and refinement of the styling without altering the basic lines is accompanied by important technical modifications. The roll centre of the front suspension has been raised, a new rear axle has a 3¼-in. wider track, and maximum power is increased.

To the enthusiasts the Aston Martin *DB4 G.T.* makes a strong appeal. It is similar in general design to the *DB4* but 5 ins. shorter in wheelbase. Its twin overhead camshaft 3.7-litre engine develops 302 b.h.p. at 6000 r.p.m.

The only new French car is the *Facellia*, resembling its larger sister the Vega *HK500* in appearance, but with a twin-camshaft 4-cylinder engine of 1647 c.c. with a compression ratio of 9.4 to 1 developing 115 b.h.p. at 6400 r.p.m. The steel open two-seater body is integrated to the tubular chassis by welding.

In the U.S. the V-8 engine has been widely used for years, and now two of the oldest manufacturers in the British industry have turned to it. Daimler announced the 2½-litre *Dart* sports car in

the spring and exhibited it at the New York Show. It appears at Earls Court as the *SP250*, the name *Dart* already being used by other manufacturers, and has a 90-degree V-8 engine of 76.2 mm. bore and 69.8 mm. stroke (2547 c.c.), so that it is over-square.

Cylinder block and crankcase are of cast iron, with aluminium cylinder heads having hemispherical combustion chambers. It follows the usual design of this type of engine, with a chain-driven camshaft in the base of the V operating the valves through light alloy pushrods and rockers. With a compression ratio of 8.2 to 1 it develops 140 b.h.p. at 5800 r.p.m. and has a top speed in the region of 120 m.p.h. Girling disc brakes are fitted to all four wheels.

Rolls-Royce have been developing their V-8 engine for five years. This is a much larger over-square unit of 6230 c.c. with a bore of 104.14 mm. and a stroke of 91.44 mm. The cylinder block/crankcase is cast in high silicon aluminium alloy and "wet" liners are inserted for the cylinder bores, with sealing rings at top and bottom.

Aluminium alloy is also used for the cylinder heads, in which the valves are in line and operated by pushrods, rockers and hydraulic tappets from the central gear-driven camshaft. The short sturdy crankshaft of chrome molybdenum steel has integral balance weights, is statically and dynamically balanced, and carried in five steel shell bearings lined with copper-lead-indium.

Twin carburettors are carried on a cast light alloy manifold with water heating passages, each carburettor feeding the two inner cylinders on one side and the two outer cylinders on the other. The compression ratio is 8.0 to 1, but no output figures are disclosed.

This engine powers the Rolls-Royce *Silver Cloud*, the Bentley *S2*, and the new Rolls-Royce *Phantom V*, the largest Rolls-Royce ever built, with a wheelbase of 12 ft. and an overall length of nearly 20 ft. The chassis of the Rolls-Royce and Bentley is basically unchanged, and in the *Phantom V* has a large diameter tubular central section inserted in the cruciform cross member.

Ford America's compact car, the *Falcon*, is orthodox in design and appearance, of unitary construction and with a 2365-c.c. 6-cylinder engine. It is more British than American in looks.

General Motor's compact car, the Chevrolet *Corvair*, is also of integral construction, and quite unorthodox. The power unit is a flat-six air-cooled engine and transmission at the rear, driving the independently-sprung rear wheels through swinging half-axes. Despite much use of aluminium in the engine which lies behind the rear wheels, and for the gear-box casing which lies ahead of them, the weight distribution is 60 per cent. on the rear wheels and 40 per cent. on the front.



THE STAR OF THE 1959 MOTOR SHOW AT EARLS COURT: THE NEW ROLLS-ROYCE PHANTOM V, A SEVEN-PASSENGER LIMOUSINE WITH COACHWORK BY PARK WARD, AND THE LARGEST PRODUCTION CAR THE COMPANY HAS EVER BUILT, WITH AN OVERALL LENGTH OF 19 FT. 10 INS.

(Price £6285, plus £2619 17s. 6d. P.T.)

include a wider and deeper screen, and more comfortable seats.

More power has been obtained from the Hillman *Minx* engine by a new two-branch inlet manifold and a Zenith W1G type carburettor, and the gear-box has closer ratios and a remote control central gear lever. It is, however, available with the fully automatic "Easidrive" transmission as an optional extra, and is the first 1½-litre car to be so offered. Modifications to the body include a larger screen and fins to the rear wings. The Singer *Gazelle* may also be obtained with the "Easidrive" transmission and has greater power from the fitting of two carburettors, and similar body modifications to those of the *Minx*.

In Vauxhalls there is little change to record, but some minor restyling includes a new roof panel on the *Velox* and *Cresta* and wrap-round rear window. Passenger comfort is enhanced by more leg room and deeper seating.

So much for the new or improved models of the Big Five. Of the more specialised cars Rovers have supplemented their 3-litre, introduced a year ago, with a 4-cylinder 80 and a 6-cylinder 100, which replace the 60, 75, 90 and 105 models. The 80 has an oversquare (90.47 mm. by 88.9 mm.) 2286-c.c. petrol engine developed from the diesel unit of the *Land-Rover*, with pushrod-operated overhead valves in line. The 100 engine is developed from the 3-litre and has the Rover F-head with overhead inlet and side exhaust valves. Its bore is 77.8 mm. and stroke 92.08 mm (2625 c.c.) and it develops 104 b.h.p. at 4750 r.p.m. The saloon bodies of both models are typically Rover in their style and high standard of finish.

Jaguars have introduced additional Mark II versions of the 2.4, 3.4 and 3.8-litre saloons and

AT THE 1959 MOTOR SHOW: A SELECTION OF NEW MODELS MADE BY THE BRITISH MOTOR CORPORATION, AND ON SHOW AT EARLS COURT.



A NEW CAR WITH AN OLD NAME: THE MORRIS OXFORD (SERIES P), ONE OF THE GROUP OF MEDIUM-SIZED CARS STYLED BY THE ITALIAN, PININ FARINA. (Price £575, plus £310 19s. 2d. P.T.)



A SMALL BUT POWERFUL FAMILY CAR: THE WOLSELEY 1500 SALOON "FAMILY MODEL." A CHEAPER SINGLE-TONE "FLEET MODEL" IS ALSO AVAILABLE. (Price £330, plus £251 19s. 2d. P.T.)



ANOTHER LUXURY SALOON FROM THE B.M.C.: THE WOLSELEY 609 SALOON, WITH OVERDRIVE. AUTOMATIC TRANSMISSION IS AN EXTRA. (Price £385, plus £369 17s. 6d. P.T.)

The British Motor Corporation was formed in February 1952 as a merger of Morris and Austin interests. The merger has, none the less, preserved the two distinct ranges of cars, although in recent years the differences between many Austin and Morris cars has tended to be superficial. This is particularly apparent in the two new "baby" cars recently introduced, the Morris Mini-Minor and the Austin Seven, where only slight differences in the radiator grille, identification badges and other small details distinguish one from another. One of the most



POTENTIALLY A WORLD-BEATER IN THE BABY-CAR MARKET: THE MORRIS MINI-MINOR, CAPABLE OF 70 M.P.H. AND 50 M.P.G. (Price £350, plus £146 19s. 2d. P.T.)



ONE OF THE MOST POPULAR NAMES IN SPORTS CARS: THE MG 1600, THE LATEST ADDITION TO THE RENOWNED M.G. FAMILY; WITH DISC BRAKES. (Price £663, plus £277 7s. 6d. P.T.)



A LUXURIOUS SALOON WITH A 1½-LITRE ENGINE: THE RILEY 4/60 SIXTY-EIGHT, WHICH RETAINS THE DISTINCTIVE RILEY RADIATOR GRILLE. (Price, with overdrive, £737 10s., plus £308 8s. 4d. P.T.)



A WELL-KNOWN NAME IN MOTORING: THE M.G. MAGNETTE (MARK II), A FAST SPORTS SALOON WITH THE B.M.C. "B" SERIES ENGINE. (Price, with overdrive, £725 10s., plus £383 16s. 2d. P.T.)

telling of recent developments in the B.M.C. has been the influence of the brilliant Italian designer, Pinin Farina. This can be seen to good effect in many of the above illustrations, especially in that of the Austin A40 and the Wolseley 6/Ninety-Nine. 1959 has so far been an exceptionally enterprising year for the British Motor Corporation. Never before has any manufacturer introduced so many new models within one year. Probably the most popular and exciting of these are the two "babies," which seem at last to have provided an answer to



FITTED WITH AN OPTIONAL HARD TOP: THE WELL-TRIED AUSTIN HEALEY 3000, NOW FITTED WITH A 3-LITRE ENGINE AND DISC BRAKES. (Price, including hard top, £584, plus £269 9s. 2d. P.T.)



SHOWING THE INFLUENCE OF PININ FARINA, STYLING CONSULTANT OF B.M.C.: THE AUSTIN A45 CAMBRIDGE MK. II, ANOTHER POPULAR FAMILY SALOON. (Price £365, plus £236 10s. 10d. P.T.)



UTILISING THE WASTED SPACE OVER THE BOOT TO PROVIDE THE VERSATILITY OF A STATION WAGON: THE FARINA-STYLED AUSTIN A40. (Price £450, plus £188 12s. 6d. P.T.)

the small cars mass-produced with such success in France and Italy. These two cars have a number of interesting new features. They have rubber suspension all round, and an 848-c.c. engine which is mounted in the front, but transversely, so that it is completely accessible. The petrol consumption, too, will bring many grateful admirers, 50 m.p.g. at 50 m.p.h. Naturally, with all these numerous innovations, the Corporation has had to organise a great deal of factory development. This has particularly taken place at Cowley, headquarters of the Nuffield



FOR THE LONG-LEGGED PASSENGER WHO LIKES REAL COMFORT: THE PRINCESS LONG WHEELBASE LIMOUSINE, AVAILABLE WITH NUMEROUS ADDITIONAL FEATURES. (Price £1150, plus £896 19s. 2d. P.T.)



A 100-M.P.H. LUXURY SALOON: THE AUSTIN A99 WESTMINSTER, ANOTHER OF THE FARINA-STYLED AUSTINS, WHICH HAS A 2.9-LITRE 6-CYLINDER ENGINE. (Price £810, plus £330 12s. 6d. P.T.)



THE SUCCESSOR TO PERHAPS THE MOST BELOVED OF ALL BRITISH CARS: THE AUSTIN SEVEN, WITH A TRANSVERSELY-MOUNTED 848-C.C. ENGINE. (Price £350, plus £146 19s. 2d. P.T.)

Organisation, but also at the B.M.C. Sports Factory at Abingdon, where three highly-successful models are being produced; the two Austin Healeys and the sports M.G. Abroad the situation is healthy: 75 per cent. of sports cars alone are exported, while the U.S.A. is now the Corporation's best customer overseas. B.M.C. cars will soon be assembled in Holland, and assembled and partly manufactured in Italy, by Innocenti of Milan. Talks have also been going on for the setting up of an assembly plant at Umalt, in Rhodesia.

AT THE 1959 MOTOR SHOW: CARS FROM THE STANDARD-TRIUMPH GROUP.



BRITAIN'S FIRST PRODUCTION CAR WITH INDEPENDENT SUSPENSION ON ALL FOUR WHEELS: THE TRIUMPH HERALD FOUR-SEATER SALOON. (Price £695, plus £307 7s. 6d. P.T.)



AN ELEGANT AND SPACIOUS FAMILY CAR: THE STANDARD ENSIGN SALOON WITH ITS 1766-C.C. ENGINE, CAPABLE OF 80 M.P.H. (Price £599, plus £259 14s. 2d. P.T.)



SATISFYING THE MODERN DEMAND FOR CARS WITH ABNORMALLY LARGE LUGGAGE-SPACE: THE STANDARD VANGUARD ESTATE CAR. (Price £770, plus £322 3s. 4d. P.T.)

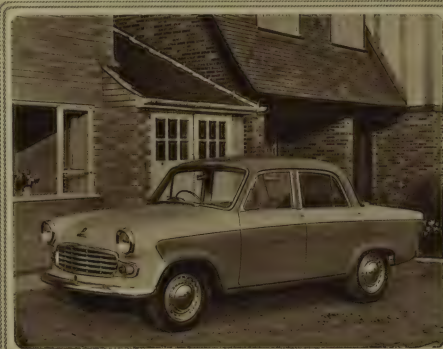


STYLED BY GIOVANNI MICHELOTTI: THE TWO-SEATER TRIUMPH HERALD COUPE. LIKE THE SALOON VERSION, IT HAS A SEPARATE CHASSIS FRAME. (Price £515, plus £315 14s. 2d. P.T.)



AN EVER-POPULAR SPORTS CAR HERE AND OVERSEAS: THE CELEBRATED TRIUMPH T.H.3, ONE OF BRITAIN'S MOST CONSISTENT DOLLAR-EARNERS. (Price £699, plus £292 7s. 6d. P.T.)

The Standard-Triumph Group has embarked on an expansion and development programme with the aim of doubling the output of motor vehicles in the next two years. This is only one example of the mass expansion that is taking place in this and other British motor companies in what is one of the country's most prospering industries. At the end of August the Group sold the Tractor assets to Massey-Ferguson Ltd., which has enabled full



CAPABLE OF OVER 80 M.P.H. AND WITH A FUEL CONSUMPTION OF 28-34 M.P.G.: THE STANDARD VANGUARD VIGNALE, WHICH IS ITALIAN STYLED. (Price £695, plus £290 14s. 2d. P.T.)

financial and managerial resources to be concentrated on the production of and sale of cars and other products. The main plant is at Coventry, where the Group has also recently purchased another factory. Many overseas subsidiaries have recently been formed, and exports remain excellent. The T.H.3, in fact, is one of Britain's best-selling exports to the U.S.A. One of the most important recent introductions is the Triumph Herald.

AT THE 1959 MOTOR SHOW: SOME CARS FROM THE ROOTES GROUP.



THE NEW HILLMAN MINX DE LUXE SALOON WHICH HAS A 1494-C.C. ENGINE, A STYLISH RADIATOR GRILLE AND SMALL, DISCREET TAIL-FINS. (Price £539, plus £232 14s. 2d. P.T.)



WITH A COMPLETELY NEW 3-LITRE, 4-CYLINDER POWER UNIT: THE HUMBER SUPER SNIPES. A COMFORTABLE, LARGE SALOON WITH ATTRACTIVE STYLING. (Price £1025, plus £329 4s. 2d. P.T.)

THE impressive range of cars illustrated on this page show only a few of the wide variety of vehicles made by the Rootes Group, designed to please motorists of all tastes and incomes. Most models are available in several styles, and the art of the two-tone colour scheme is shown to tasteful effect. One model not illustrated here is the popular Hillman Husky, whose engine has now been modified to give more power and a greater fuel economy, and which is now available in a new range of colours. The Rootes Group consists of a number of companies. Humber, Hillman, Sunbeam and Singer cars are manufactured in factories at Coventry, and Commer and Karrier commercial vehicles at Luton and Dunstable. There are also Rootes factories at Birmingham, Maidstone and in London—at Acton and Cricklewood. Cars are, in addition, assembled in Australia, in Eire, New Zealand, the Philippines, Japan, South Africa, Mexico and Uruguay, while subsidiary companies exist in a large number of other countries. Strong emphasis in the Rootes Group is on export, and the first seven months of this year has been a record in this respect. The quantity of cars sold to the U.S.A. rose by 70 per cent. over the same period in the previous year.



A NEW ADDITION TO BRITAIN'S SPORTS CAR RANGE: THE 100-M.P.H. SUNBEAM ALPINE, WHICH HAS A 1494-C.C. ENGINE. (Price £685, plus £286 10s. 10d. P.T.)



A MEDIUM-PRICED LUXURY CAR: THE SINGER GAZELLE CONVERTIBLE. "EASIDRIVE" FULLY-AUTOMATIC TRANSMISSION IS AVAILABLE AS AN EXTRA. (Price £675, plus £285 7s. 6d. P.T.)



WITH ITS DISTINCTIVE TAIL-FINS: THE SUNBEAM RAPIER MARK III SALOON, ONE OF THE MOST POPULAR AND ELEGANT MEDIUM-PRICED CARS. (Price £695, plus £290 14s. 2d. P.T.)

AT THE 1959 MOTOR SHOW: SOME FORD MODELS AT EARLS COURT.



THE KIND OF CAR THAT HAS BEEN MUCH APPRECIATED DURING THE LONG HOT SUMMER: THE ZEPHYR CONVERTIBLE, ONE OF THE NOW FAMILIAR FORD RANGE. (Price £725, plus £303 4s. 3d. P.T.)



SPACE, COMFORT, CLEAR VISION, GOOD ROAD-HANDLING AND A WELL-PROVED ENGINE: SOME OF THE FEATURES OF THE FORD ZEPHYR SALOON. (Price £610, plus £255 5s. 10d. P.T.)



NOW EQUIPPED WITH A NEW 997-C.C. ENGINE AND A FOUR-SPEED GEAR-BOX: THE PREFECT 107E, WITH DE LUXE SPECIFICATIONS. (Price £535, plus £153 12s. 6d. P.T.)



THE UP-TO-DATE VERSION OF ANOTHER FAMILIAR FAMILY SALOON: THE CONSUL DE LUXE, INTRODUCED IN FEBRUARY. (Price £580, plus £282 12s. 10d. P.T.)



THE SMARTEST OF THE CURRENT FORD RANGE OF COMFORTABLE FAMILY CARS: THE ZODIAC SALOON IN AN ATTRACTIVE SETTING OF LAKES. (Price £675, plus £285 7s. 6d. P.T.)



A FAVOURITE CAR WITH A DIFFERENT BUT FAMILIAR LOOK: THE NEW FORD POPULAR, BASED ON THE FAMOUS ANGIA 1000. (Price £348, plus £146 2s. 6d. P.T.)



THE NEW LOOK IN SMALL CARS: THE NEW ANGIA, WHICH HAS A REVERSE-ANGLE REAR WINDOW. A DE LUXE MODEL IS ALSO AVAILABLE. (Price £415, plus £175 9s. 10d. P.T.)

The Ford Motor Company, with its huge factory at Dagenham, has a range of cars varying from the luxurious Zodiac down to the new Popular which, at the time of going to press, was the lowest-priced family car. Unlike a number of other companies, Ford have tended to keep the design of their cars fairly constant over a number of years, and with the exception of the startling new Anglia the models which visitors to the Motor Show will see are outwardly

well familiar to them. The Ford Motor Company has for some years been highly successful not only in this country but also abroad. In 1958 Ford accounted for 38 per cent. of the total of U.K. vehicles exported to Europe, and dollar earnings in that year amounted to \$80,000,000, 30,000,000 more than in the previous year. During the first six months of 1959 the company produced 230,000 vehicles—an all-time record.

AT THE 1959 MOTOR SHOW: VAUXHALL CARS AT EARLS COURT.



A CONVERTED VERSION OF THE SALOON MODEL: THE VAUXHALL-PRIORY VELOX ESTATE CAR, WHICH HAS A MAXIMUM LOAD-SPACE OF 57 CU. FT. (Price £685, plus £260 5s. 10d. P.T.)



ANOTHER ELEGANT ESTATE CAR, WITH A CURVED WINDSCREEN ALLOWING THE DRIVER UNOBSTRUCTED VISION: THE VAUXHALL VICTOR ESTATE CAR. (Price £605, plus £253 4s. 3d. P.T.)



WITH MANY LUXURY FEATURES INCLUDING INDIVIDUAL FRONT SEATS IN LEATHER: THE NEW SERIES 2 VAUXHALL VICTOR DE LUXE. (Price £565, plus £236 10s. 10d. P.T.)



A GRACEFULLY-STYLED LUXURY SALOON, WITH ITS MODEST TAIL-FINS, TWO-TONE COLOURING AND NEW RADIATOR GRILLE: THE VAUXHALL CRESTA. (Price £715, plus £299 0s. 10d. P.T.)



A CONVERSION BY MARTIN WALTER LTD.: THE INGENUOUS BEDFORD LONG WHEELBASE DORMOBILE CARAVAN. (Price for Two-Berth model, £795; for Four-Berth model, £830. No P.T.)

The headquarters of Vauxhall Motors Ltd. is at Luton, in Bedfordshire, and there are two factories, at Luton and Dunstable. Two basic Vauxhall models are made: the 1½-litre Vitor, which has four variants, and the 2½-litre Vados and Cresta. In addition, the 10/12 cwt. Bedford van is the basis for the ever-popular Dormobile, a caravan version of which is shown above, with conversion carried out by Martin Walter Ltd. This van is also the basis of a



IN OUTWARD APPEARANCES RESEMBLING THE MORE LUXURIOUS CRESTA: THE VAUXHALL VELOX, ANOTHER OF THE ELEGANT VAUXHALL RANGE. (Price £555, plus £274 0s. 10d. P.T.)

number of other passenger-carrying vehicles, including small buses. Vauxhall products are marketed in more than 140 countries abroad through the sales distribution, warehousing and assembly facilities of General Motors. At the moment 55 per cent. of the entire output of the Vauxhall factories is exported. The country in which exports have been most successful in recent months is Canada, where Vauxhalls head the list of all imported cars.

AT THE 1959 MOTOR SHOW: A MISCELLANY OF CARS FROM GREAT



AN ELEGANT NEW SPORTS CAR FROM ITALY: THE FIAT 1500 CABRIOLET, WHICH IS CAPABLE OF 105 M.P.H. (The price in the U.K. has not yet been fixed.)



ONE OF THE WELL-KNOWN ARONDE SERIES, CAPABLE OF SPEEDS OF UP TO 67 M.P.H.: THE SIMCA MONTLHERY, WHICH HAS A 1300 C.C. ENGINE. (Price £432, plus £264 9s. P.T.)



A NEW ADDITION TO BRITAIN'S SPORTS CAR RANGE: THE DAIMLER V-8 SP 250, WHICH HAS A WRAP-ROUND WINDSCREEN. (Price £983 10s. 3d., plus £111 1s. 9d. P.T.)



A FAST TWO-SEATER FROM ITALY, WITH A HARD-TOP RACING BODY BY BERTONE: THE ALFA ROMEO GIULIETTA SPECIALE, CAPABLE OF 125 M.P.H. (Price £3295, plus £957 7s. 6d. P.T.)



RAPIDLY BECOMING A FAVOURITE IN MANY PARTS OF THE WORLD: THE RENAULT DAUPHINE, WITH "AEROSTABLE" SUSPENSION. (Price £351, plus £211 10s. 10d. P.T.)



WITH AN 8-CYLINDER 630 C.C. ENGINE: THE BENTLEY CONTINENTAL DROPHEAD COUPE, WITH COACHWORK BY PARK WARD. THE HOOD IS POWER-OPERATED. (Price £3545, plus £2311 10s. 10d. P.T.)



A WELL-KNOWN NAME IN THE U.K. AND OVERSEAS: ONE OF THE JAGUAR RANGE, THE MARK 2 SALOON, WITH A 2.4-LITRE ENGINE. (Price £1882, plus £451 19s. 2d. P.T.)

The year 1959 is in many ways a memorable one for the British motor industry. Throughout the year so far there has been a steady output of new models from all the leading firms, so that visitors to Earls Court this month will see a veritable galaxy of them, varying from models introduced earlier in the year which have already found success in the home and overseas markets, to those whose first public appearance this is. But interest will by no means only be focussed on British cars. New models from Europe and America help to swell the ranks. Leading the German contingent this year come a trio of new 6-cylinder Mercedes-

BRITAIN, GERMANY, FRANCE AND ITALY EXHIBITED AT EARLS COURT.



A LUXURY CAR THAT INCORPORATES MUCH TRADITIONAL SKILLED HAND-CRAFTSMANSHIP: THE JENSEN "FF" SERIES SALOON. (Price £1910, plus £275 17s. 2d. P.T.)



A FAMOUS NAME FROM GERMANY: THE STAR OF THE MERCEDES-BENZ STAND, THE NEW 220 S DE LUXE WITH NEW STYLING. (Price £1757, plus £733 4s. 2d. P.T.)



A FAVOURITE CAR AMONG MEDIUM-PRICED FAMILY SALOONS: THE ROVER 100, WHICH HAS OVER-DRIVE AND A 2425 C.C. ENGINE. (Price £1085, plus £453 4s. 2d. P.T.)

Benz cars; magnificent and elegant models. More conservative, the Volkswagen takes a familiar place among small family cars. This year's model has been improved in a number of important details, but looks basically the same. From France, the increasingly-popular Renault Dauphine is now fitted with "Aerostable" suspension, a system of air cushions on the rear axles and rubber buffers on the front axles. The brilliantly-designed Alfa Romeo Giulietta Sprint Speciale, capable of 125 m.p.h., is one of the leading models from Italy. From the same country comes the latest addition to the great



ONE OF THE FINEST PRODUCTS OF BRITISH MOTOR ENGINEERING: THE ASTON MARTIN DB4 GT, MODEL, DEVELOPING 102 B.H.P. AT 6000 R.P.M. (Price £3380, plus £1334 10s. 2d. P.T.)



WITH POWER STEERING FITTED AS A STANDARD: THE ARMSTRONG SIDDELEY STAR SAPPHIRE 6 LIGHT SALOON. (Price £1763, plus £735 14s. 2d. P.T.)



THE MOST POPULAR OF ALL CARS EXPORTED FROM GERMANY SINCE THE WAR: THE VOLKSWAGEN DE LUXE SALOON, WITH ITS UNCHANGING LINES. (Price £585, plus £211 10s. 10d. P.T.)

Fiat range, the 1500 Cabriolet, another 100-m.p.h. sports car, whose price in this country has yet to be fixed. The number of new British cars is much greater, and many of these are illustrated on other pages in this issue, each page being devoted to a leading motor manufacturer. On these two pages may be seen a selection of interesting models from other manufacturers. Those from the U.K. give an idea of the extraordinary variety of British cars in production to-day—a fact which is surely one of the most attractive features of the British motor industry.



IN AN ENGLISH GARDEN.



IT has always seemed to me a striking witness to the decline of England from a rural to an urban land, that hardly any writers of detective stories use native poisonous weeds as a means of killing. Our citizens are, I fancy, under a vague impression that there are no serious poisons to be found in English ditches or English gardens; so that even so conscientiously-edited a newspaper as *The Times* can, as it did in September, make a song-and-dance about the discovery of a dangerous tropical poison plant growing in England owing to the long, hot summer. Whereas this plant, *Datura stramonium*, is to be found growing on rubbish-dumps and in other odd places, and notably about Cooling Castle, in Kent, year after year, and is not even particularly rare. Nor is it any more poisonous than a number of its relatives, although that is quite poisonous enough: in fact, it seems that the majority of British representatives of the *Solanaceae* are poisonous—a fact which may account for the distrust with which the tomato was regarded for at least two centuries before it was accepted as an esculent fruit. Curious, if that be so, that the same distrust never checked the growth of importance, as an economic crop, of the potato.

While I was weeding a bed of young celery plants in July this year, I came suddenly on a weed which really is rather rare—at least, in east Kent, where I had only once seen a specimen before, and that not in a garden: this weed was henbane, *Hyoscyamus niger*. One of the sources of hyoscine—with which Dr. Crippen murdered his wife—it is a pharmaceutical plant, having long been valued as a narcotic. I was pleased to see it and carefully transplanted it to the herb garden, where it has produced some handsome seed capsules and will no doubt seed itself. I have no evil intentions: but the plant is a curious one to look at, and satisfying to contemplate as a source of much wicked power concentrated in—I nearly wrote “a harmless-looking weed,” but it is not that: its appearance and scent are both sinister, fair warning of its nature.

And yet it is not fair to brand it as evil without reserve. According to a respectable old authority, although all parts of the plant are poisonous, “. . . in small doses it acts as a sedative, diminishing nervous excitability, allaying irritation, tranquilising the whole body and producing a tendency to sleep.” All this without the evil after-effects of the opium poppy, another not uncommon plant in English gardens. From time to time henbane roots have been mistaken for wild parsnips, with some odd results: “. . . in a monastery where the roots had been eaten for supper by mistake, the monks who partook of them were seized in the night with the most extraordinary hallucinations, so that the place became like a lunatic asylum. One monk rang the bell for matins at 12 o'clock at night; of those of the fraternity who attended the summons, some could read, others fancied the letters were running about like ants, and some read what they did not find in their books.” What was the great Gerard's opinion of henbane? “I send this jewell to you women of all sorts, especially such as cure and helpe the poor of your country without reward. But unto the beggarly rabble of witches, charmers and such like couseners, that regard more to get money than to help for charitie, I wish this medicine far from their understanding. . . .”

Another instance of the general ignorance touching our native poisonous plants is the common mistaking of the mildly noxious Woody Nightshade for its Deadly congener, the source of atropine. I have long intended to transplant or sow seeds of Deadly Nightshade somewhere in the garden, for it is a very beautiful as well as curious shrub. Yet I have hesitated to carry out my

POISONS IN THE GARDEN. By EDWARD HYAMS.

intention, although I know where to find the plant in the wild, because one can never be sure that some visiting and experimental child might not eat the berries. There is an extraordinary tale of excessive business enterprise with Deadly Nightshade as its subject, having disastrous consequences during the autumn of 1846 in London. Some countryman gathered a supply of the attractive-looking berries and, bringing them to London, openly sold them in the street. Two of the people

and face were flushed and his eyelids tumid; there were occasional flashes of light before his eyes. . . . In endeavouring to walk home he staggered and stumbled . . . he was incoherent, frequently counted his money, and did not know the silver from the copper coin. . . .”

In some ways the most dangerous of our poisonous plants, because it is very difficult to distinguish from such harmless weeds as cow-parsley, is hemlock. The danger is much less now, of course, than in the past, when the rural poor sought some part of their food in the wild. Herb Bennet, the *Conium maculatum* of Linnaeus, is presumably the weed from which the Greeks extracted the alkaloid which they used as the most civilised means of execution ever devised, since the convicted man (Socrates being the most distinguished victim) administered the poison to himself. But when the messenger from the Court told Socrates that death would be his when the poison reached his heart, he was, apparently, mistaken; death from hemlock poisoning is due to asphyxia, the alkaloid acting on the respiratory muscles. It is very easy indeed to extract the poisonous principle from the plant; but perhaps it would be unwise to give directions for so doing in a public print!

Water-hemlock, of a different genus, *Cicuta*, is equally poisonous. I once identified it growing in the margins of a small lake in a Somersetshire garden, and as this part of the garden was wild and sometimes grazed by a pony belonging to my friend's daughter, I probably prevented a tragedy. For the foliage of the plant is as deadly to cattle as it is to people. Some writers have insisted that this, and not the other hemlock, was the *Kwelon* of the Areopagites' death sentence.

Now as to the recent Press clamour about the mysterious appearance of *Datura stramonium* in our midst, I have gone back to the oldest authority I have in the house, Sowerby's “English Botany.” There is a beautiful figure of the plant and, in the text, under the headings, “*Datura stramonium*, Common Thorn-apple,” “*French Stramoine à Feuilles sinuées*,” “*German Gemeine Stechapfel*,” I find the following: “On manure heaps, in cultivated ground and waste places, and by roadsides. Scarce, but occurring occasionally throughout Great Britain, but not persistent in its localities.” A variety with pale purple flowers—the type has white flowers—occurred between Walmer and Kingsdown, in Kent. Is thorn-apple a native? Apparently not; a well-established introduction, rather. Sowerby says: “We appear to be indebted to our old friend, Gerard, for the wide distribution of this plant all over Britain. It was introduced by him from seed brought from Constantinople by Lord Edward Zouch,” who, says the herbalist, “of his liberalitie did bestow them on me, and it is that Thorn-apple that I have dispersed through this land, whereof at this present I have great use in surgery, as well in burnings and scaldings.” Not only are all parts of this plant poisonous, notably the fruits, but, if the 19th-century German toxicologist, Zechmeister, is to be believed, so noxious is it that a boy, exposed in a closed room to the scent of the full-blown flowers, suffered serious poisoning. I make a present of that one to the more romantically-inclined of our thriller-writers.

What risk is there of thorn-apple appearing in an English garden? As a weed, slight; it is a perennial, however, and I have twice seen it carefully tended in cottage gardens as a handsome and interesting exotic, of which the gardener, unsuspecting of its nature, was proud. In this country it rarely grows more than 3 ft. high, but in the subtropics I have seen it much taller, 7 or 8 ft.



THORN APPLE, A POISONOUS ALIEN HERB, WHICH HAS BEEN MUCH IN THE NEWS OF RECENT WEEKS—FLOWER AND FRUIT.

At least two species of *Datura* are found as escapes or naturalised aliens in this country, *Datura stramonium* and *D. quercifolia*; and the former has been grown in herb and drug gardens for some centuries. Some annual species are also grown as ornamental plants and are offered as such by seedsmen. The drug obtained from *D. stramonium* is an alkaloid, daturine; and it is used to relieve bronchial spasms in asthma. (Photograph by A. Harold Bastin.)

who bought some died; and the man was arrested and convicted of manslaughter. Not all died: “a boy fourteen years old . . . ate thirty of the berries . . . his throat became hot and dry, vision impaired; objects appeared double and they seemed to revolve and run backwards. His hands

A SOLUTION TO EVERY GIFT PROBLEM.

THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the events and personalities of the day. For readers in the United Kingdom the simplest way is to place orders with any bookstall manager or newsagent; or a cheque or postal order may be sent to our Subscription Department. For readers outside the United Kingdom we suggest the simplest method is to buy an International Money Order (obtainable at post offices throughout the world) and send this with your requirements to our Subscription Department.

RATES OF SUBSCRIPTION TO “THE ILLUSTRATED LONDON NEWS” Published at 2/6 Weekly

THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.	6 months and Xmas No.	6 months no extras.
Great Britain and Eire	£ s. d. 7 12 0	£ s. d. 3 18 6	£ s. d. 3 14 0
Canada	7 0 6 (or \$19.50)	3 12 6 (or \$10.50)	3 8 0 (or \$10.00)
U.S.A.	\$22.50	\$11.50	\$11.00
Elsewhere abroad	7 14 6	3 19 6	3 15 0

ORDERS TO: SUBSCRIPTION DEPARTMENT (LN), INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2.



THE EDUCATION OF BRITISH YOUTH—XXXVIII. THE MANCHESTER GRAMMAR SCHOOL.



SCALING THE PEAKS: BOYS FROM THE MANCHESTER GRAMMAR SCHOOL ON A "TREK" IN THE ALPS.

The Manchester Grammar School was founded in 1515 by Hugh Oldham, Bishop of Exeter. During most of its life it occupied successive buildings in the heart of the city which it served, and it was not until 1931 that it moved out to a new site about four miles from the centre. But although it is now surrounded by its own playing fields, and although its pupils now come from an area much wider than that of Manchester itself, it is still essentially the

city grammar school. To-day it contains about 1400 pupils, all day-boys and all of grammar school age, for it now has no associated preparatory department. Because it is a Direct Grant school and receives a Government grant for each boy, its fees are comparatively low. In any case, over half of its pupils are scholars or have their fees paid by the dozen or so Local Education Authorities within the catchment area of the school. Even [Continued overleaf.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency Ltd.

FROM A DEBATE TO AN EXPERIMENT: LIFE AT THE MANCHESTER GRAMMAR SCHOOL.



ORATORS IN THE MAKING: THE DEBATING AND LITERARY SOCIETY DISCUSSING MATTERS OF MOMENT IN THE J. L. PATON LIBRARY.



WITH A VIEW TO WINTERSPORTS: BOYS AT DRY SKIING PRACTICE IN THE GYMNASIUM. EVERY YEAR SKILL IS TESTED ON THE CONTINENT.



YOUNG CRAFTSMEN OF THE SECOND YEAR AT WORK IN THE WOODWORK SHOP MAKING CHAIRS FOR THE SCHOOL.



IN THE HIGH MASTER'S STUDY: LORD JAMES OF RUSHOLME TALKING WITH (L. TO R.) J. LONEY, N. GOODEY AND J. CHAMPION.



(Left) CONSIDERING A PLAN FOR A TOWN OF THE FUTURE. ARCHITECTURAL ENTHUSIASTS WITH AN IMPRESSIVE-LOOKING MODEL MADE BY THEMSELVES.



(Right) JUMPING FOR THE BALL: A LIVELY MOMENT DURING BASKET BALL PRACTICE IN THE WELL-EQUIPPED GYMNASIUM.



(Left) PRACTISING ART: BOYS WORKING ON A CUT-OUT PAPER MOSAIC UNDER THE SUPERVISION OF MR. DAVID PRICE, THE ART MASTER.



(Right) A SPLASHING AND FLURRY OF ARMS—AND A GOAL! A TRIUMPHANT MOMENT DURING A WATER POLO MATCH IN THE SCHOOL SWIMMING BATHS.



METALLURGISTS IN THE MAKING: MR. M. POOLE TAKING A CLASS IN METAL WORK IN THE SCHOOL FORGE. THE QUALITY OF WORK PRODUCED IS HIGH.



THE FASCINATIONS OF ATOMIC STRUCTURE: THE VIB FORM DIVISION III SCIENCE CLASS LISTENING ATTENTIVELY TO MR. STONE.



THE SCIENCE VIB AT WORK IN THE PHYSICS LABORATORY. INDIVIDUAL EXPERIMENTAL WORK IS OFTEN A MINOR RESEARCH NATURE.



A SCENE IN THE LABORATORY IN THE SCIENCE BLOCK. ABOUT TWO-THIRDS OF THE 500 SIXTH-FORMERS WILL BECOME SCIENTISTS, DOCTORS OR ENGINEERS.

Continued. the fees of the fee-payers are graded according to the parental income. Thus the school is accessible to any boy, whatever his economic background, and admission is determined only by academic ability. As a result the school combines an unusually wide social range with a high academic standard. Here one can find the sons of mill-workers and company directors, bus-drivers and professors, working and playing together, united

by their common interests and abilities. Nearly all boys stay for a sixth-form and about three-quarters go on to a university. As one would expect in a highly industrialised area, there is now a strong science side and two-thirds of the 500 sixth-formers in the school are future scientists, doctors or engineers. The most recent addition to the school is a very fine sixth-form physics block, which was made possible by a grant from the Industrial Fund.

Photographs specially taken for "The Illustrated London

At the same time, arts studies remain very strong, and the classical sixth takes pride in the fact that its numbers have remained remarkably steady over the years. But if the Manchester Grammar School is usually associated with a high standard of scholarship, other activities flourish there. It has, for example, produced Blues for cricket, soccer, lacrosse, tennis, athletics and cross-country, and had two of its old boys in the last Olympic team.

News" by Chris Ware, Keystone Press Agency Ltd.

A special feature of the school is the emphasis which it puts on Scouting and camping. Even apart from the four Scout troops, 300 or 400 other boys annually spend part of their holidays in a number of camps at home or abroad, the most ambitious of which are two "treks" through the Western Highlands and the Alps on which the boys rely entirely on the tents and equipment that they themselves carry. As *[Continued overleaf]*

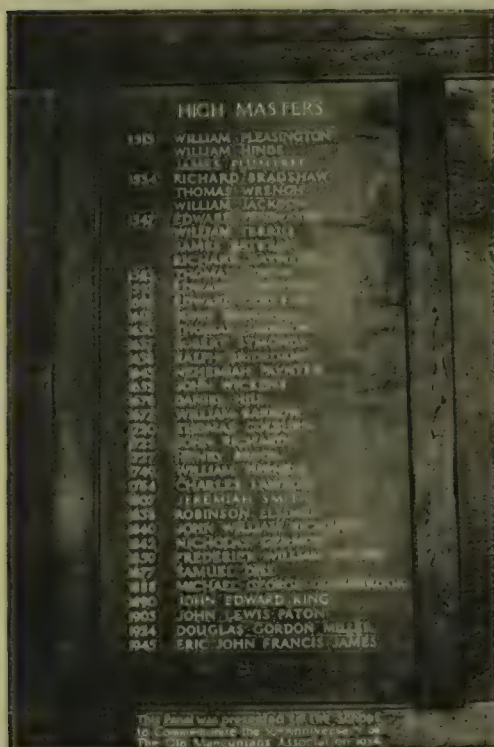
THE MANCHESTER GRAMMAR SCHOOL: FAMILIAR SCENES AND LANDMARKS.



ON THE GRAVEL DRIVE LEADING UP TO THE MAIN SCHOOL ENTRANCE: BOYS RETURNING FROM LACROSSE—AND SOME GOING TO LESSONS.



IN BETWEEN LESSONS: A BRIEF MOMENT OF RELAXATION BY THE GYMNASIUM. ON THE EXTREME LEFT IS THE PAVILION, WITH THE MAIN SCHOOL BUILDING TO THE RIGHT.



DATING BACK TO 1515, THE YEAR OF THE SCHOOL'S FOUNDATION: THE LONG LIST OF NAMES OF THE HIGH MASTERS IN THE MAIN HALL.



TWO INDUSTRIOUS SCHOLARS DEEP IN STUDY AT THE FOOT OF THE STATUE OF THE SCHOOL'S FOUNDER, HUGH OLDHAM, BISHOP OF EXETER.



PRAYERS IN THE SCHOOL ASSEMBLY HALL, WITH THE HIGH MASTER, LORD JAMES OF RUSHOLME, IN THE CENTRE OF THE PLATFORM.



IN THE J. L. PATON LIBRARY: A SCENE OF DILIGENT STUDY, WITH SCHOLARS TAKING A KEEN INTEREST IN VARIOUS BRANCHES OF LEARNING.



IN MEMORY OF THOSE WHO DIED FOR THEIR COUNTRY: THE SCHOOL WAR MEMORIAL AND MEMORIAL BOOK IN THE MAIN HALL.

Continued.] for other non-academic activities, these flourish in Manchester as they do elsewhere. Among the twenty or so societies, the Dramatic Society is particularly strong, partly because there is an excellent school theatre, and productions in recent years have ranged from Ben Jonson and Aristophanes to Auden and Anouilh. In the past, Manchester Grammar School has made a significant contribution to the life of its neighbourhood and of the country.

In politics its old boys include the Earl of Woolton, a recent President of the Liberal Party (Leonard Behrens), and four members of the last House of Commons (all Labour). In science and scholarship it boasts among others, Lord Stopford of Fallowfield, Sir Geoffrey Jefferson, Sir George Clark and Sir Ernest Barker. With the advantages it enjoys, it should be able to make a similar contribution in the future.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency Ltd.

A NOTABLE QUEEN MOTHER

"QUEEN MARY." By JAMES POPE-HENNESSY.*

An Appreciation by SIR CHARLES PETRIE.

WHEN Queen Mary died, six-and-a-half years ago, Sir Winston Churchill summed up her life in the words, "During six reigns, far longer, that is, than most people can remember, she has moved among us with the poise and dignity which, as age drew on, made her a figure of almost legendary distinction." In her later days, in particular, she came to represent the force of continuity in the national life. It is from this standpoint that Mr. Pope-Hennessy has told the story of Queen Mary's career; some readers may, indeed, feel that he has done so at inordinate length—no fewer than 136 pages are devoted to the first seventeen years of her existence, which would seem a little excessive even in the case of a world-figure like Napoleon; but the author would doubtless reply that the child was mother to the woman, and that a detailed account of her childhood, and of the dreary minor German royalties among whom much of it was passed, is essential to an understanding of the mother of King Edward VIII and of King George VI. To those who can read between the lines Mr. Pope-Hennessy's approach must appear remarkably objective for a work of this nature.

It can hardly be denied that to no inconsiderable extent Queen Mary's character was formed by the circumstances of her earlier years, for life had not always been easy with her, and she was of no particular importance. The author falls under the spell of her mother, who may have appeared charming to her contemporaries, but who, on the evidence of these pages, must have been extremely trying in the family circle, for she was unpunctual and unmethodical, and, where money was concerned, she was quite hopeless. The future Queen's father was a good deal of a snob, and not too well-mannered a one at that. The Duke and Duchess of Teck had not, in fact, the financial resources to support their pretensions, and much undignified saving and scraping, including a period of residence in Florence for the purpose of retrenchment, was in consequence necessary:

With a total income of nearly £8000 a year, the Tecks were spending more than £15,000 a year. To set up house at Kensington Palace in 1866 they had borrowed £8000 from Miss Coutts. By the time White Lodge was also a going concern this debt had risen to more than £50,000. They also owed £18,000 to local tradesmen, and it was these last creditors who, threatening an execution in the Tecks' houses, brought the whole matter to a head.

It must be said in Queen Mary's favour that, having experienced all the difficulties which arose from this state of affairs, she fully assimilated the lessons which it taught.

Queen Victoria comes well out of Mr. Pope-Hennessy's narrative, and he does not hesitate to describe her as "one of the kindest-hearted human beings ever born," though whether Mr. Gladstone would have subscribed to this is another matter; but her eldest grandson—"Collars and Cuffs"—to whom Princess May was engaged at the time of his death, appears as a very unattractive figure, by no means unlike that Frederick, Prince of Wales, of whom it was written:

Here lies poor Fred, who was alive and is dead.

But since it is Fred, who was alive and is dead,
There is no more to be said.

King George V, as a husband though not as a King, is not portrayed very sympathetically, and we are told that when the Queen once asked

Sir Frederick Ponsonby to teach her some of the newer contemporary dance-steps the lesson was "interrupted by the entry of the King, who expressed himself so violently that she never ventured to repeat this timid experiment." Perhaps it was her own fault:

She sacrificed everything to his needs and to the preservation of his peace of mind, thinking of him before she thought of anyone else, her children and, of course, herself, included. Queen Mary was not in the least afraid of her husband, but she would no longer contradict him even in the family circle; she would no longer protest save in private or by letter when he was unfair to one or other of his sons, or lost his temper with any of them.

She conceived her duty as a wife to be one of subservience to her husband. Not long after her marriage we find Queen Victoria writing of her to the Empress Frederick, "She strikes me more and more as very clear and so sensible and right-minded, and is a great help to George. Helping him in his speeches, and what he has to write."

There can be no doubt but that the Duke of York had need of just such a wife. A professional sailor, he had little interest in, or knowledge of, the world outside the Royal Navy, save perhaps where shooting and philately were concerned, and when he suddenly found himself second heir to the

"very cold and stiff." Mr. Pope-Hennessy wisely makes no attempt to gloss over her weakness in this respect:

It is possible that Princess May's innate distaste for all the processes of child-birth may have tinted her rather detached attitude to her children. She was not, as the Empress Frederick had averred, an unmaternal woman, but, like her husband, Prince George, she had no automatic or spontaneous understanding of a child's mind or ways. Her children were a source of pride to her, but they were also a source of wonder.

It cannot be denied that, between them, King George and Queen Mary managed to be rather unsuccessful and somewhat unsympathetic parents.

In these circumstances it is all the more remarkable that Queen Mary should have become the outstanding Queen Mother of English history. The author has nothing new to tell us about the abdication crisis in 1936, though he rightly calls attention to the fact that the Queen's relations with her eldest son were on so unsatisfactory a basis that until it actually broke they were unable to discuss what was uppermost in the minds of both of them. When the crisis was over, she devoted her life to smoothing the path of the new King and Queen. She had married a man who for thirty years had never expected to come to the throne, and she thus knew by experience the problems which her younger son, who in many ways closely resembled his father, and his wife would be called upon to face, more particularly as they had not received even the preparatory training of her husband in the years that followed the death of the Duke of Clarence. She placed all her popularity and knowledge at their disposal, and it was in no small measure due to her assistance that the monarchy recovered from the injury which it had received.

It was a remarkable achievement, for Queen Mary had by no means always been as popular as might be deduced from a perusal of these pages; in fact, during the earlier years of her married life she was very unpopular indeed, for it was widely felt that she had displayed a somewhat indecent haste in becoming the wife of the Duke of York so soon after the death of his elder brother, for the Duke of Clarence's real character was not known outside a very limited circle. Then, again, when she became Queen she was at first an object of adverse criticism on the part

of many of those who had been prominent at the court of King Edward VII, and their capacity for mischief was not to be despised. The cheering crowds, to which the author at times attributes an excessive importance, meant nothing: Queen Mary had a great deal to live down, and that she accomplished this feat so successfully was one of her most notable triumphs. When much else about her is forgotten, it is to be hoped that she will be remembered as an outstanding Queen Mother at a critical moment in the history of the British monarchy.

* "Queen Mary, 1867-1953." By James Pope-Hennessy. Illustrated. (Allen and Unwin; 42s.)



THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: MR. JAMES POPE-HENNESSY.

Born in 1916 and educated at Balliol College, Oxford, Mr. Pope-Hennessy was Literary Editor of the *Spectator* from 1947 to 1949. "London Fabric," which was published in 1939, won him the Hawthornden Prize. His more recent publications include "The Houses of Parliament," "America is an Atmosphere" and "Lord Crewe: The Likeness of a Liberal." His chief recreation is travel.



PRINCE ALBERT VICTOR, DUKE OF CLARENCE, WITH MEMBERS OF HIS STAFF OUTSIDE MARLBOROUGH HOUSE IN JUNE 1890. (From a photograph; by permission of the Radio Times Hulton Picture Library.)



QUEEN VICTORIA AT WORK, ABOUT THE YEAR 1890: FROM MR. POPE-HENNESSY'S BOOK ON QUEEN MARY, WHICH IS REVIEWED ON THIS PAGE BY SIR CHARLES PETRIE. (From a photograph in the possession of Bridget, Lady Victor Paget.)

These photographs from the book "Queen Mary" are reproduced by permission of the Publishers, Messrs. Allen and Unwin Ltd.



T.R.H. THE DUKE AND DUCHESS OF YORK, LATER TO BECOME KING GEORGE V AND QUEEN MARY, SEEN TOGETHER AT CHRISTMAS 1893. (From a photograph in the possession of H.R.H. Princess Alice, Countess of Athlone.)

throne his feelings were those of frank bewilderment. Princess May gave him that self-confidence which he had hitherto lacked, for, to quote Sir Harold Nicolson, "She shared all his burdens, and all his confidences; she halved his sorrows and enhanced his joys."

If Queen Mary was at her best as a wife, she was at her worst as a parent, in spite of her occasional interventions with the King on behalf of her children. When she was in a state of pregnancy "she does not wish it remarked or mentioned," wrote the Empress Frederick, who not unnaturally concluded that her niece by marriage was



THE WORLD OF SCIENCE.



THE wild cat (*Felis sylvestris*) gets short shrift in life and in our literature. Its position in the zoological literature can be expressed by reference to the standard work by Flower and Lydekker, "Mammals Living and Extinct." In this, seven pages are devoted to the lion and three to the leopard, and the European wild cat is dismissed in a sentence: "The Wild Cat still inhabits the mountainous and wooded parts of Great Britain." Since 1891, when the book was

WILD CAT IN ECLIPSE.

By MAURICE BURTON, D.Sc.

domestic form and the wild ancestor. Thus, we know that there used to be wild cattle in Europe, the aurochs. It also ranged over Western and Central Asia and North Africa. The last wild ox died in Poland in 1627. The aurochs or wild ox is believed to have been the direct ancestor of the European domestic cattle, and as the domestic cattle increased the numbers of wild cattle waned. The story is much the same for the horse. There is even more doubt about the origin of the sheep. There are a few wild sheep to-day, in various parts of Europe and Asia, but it is doubtful whether any of the existing wild sheep have played any part in the origin of the domestic sheep, but what its wild ancestor may have been is still problematic.

As we have seen, it is believed that the domestic cat was derived from the African caffer cat. Again, it is only "believed," it cannot be proven beyond doubt. And when we come to the domestic dog, the state of uncertainty is even more pronounced. There are, in fact, three main schools of thought on this. The first, the one most

such an hypothetical dog cannot be sorted out from the bones of the earliest domestic dog, and why has this wild dog disappeared without trace? The question is important because it concerns also the sheep and other domestic animals.

According, again, to Harrison Matthews:

... there appears to have been a good deal of crossing between the two species [of cat] ... the amount of interbreeding increasing in the more northern parts of Europe. ... But the crossing has, of course, taken place in two directions and the wild cat has become diluted with domestic cat genes. In spite of this, and contrary to the belief of some writers, there is no indication of any general degeneration in the robustness of the wild cat of Scotland when compared with the remains left by its prehistoric ancestors, though individual animals may plainly show the effects of recent crossing by their small size and thinly furred tails.

I understand that in the North of Scotland, in those areas still inhabited by the wild cat, hybrids between it and the domestic cat are not uncommon. It is not impossible, therefore, that with a decreasing population of the wild cat the time may yet come when the individuals of pure blood and more robust character may be wholly extinct. Anyone then attempting to reconstruct past history from bones dug out of the earth would be confronted with the remains of domestic cat (derived from the caffer cat), wild cat, and numerous intermediates in the form of hybrids. Such a person would have considerable difficulty in drawing a line between them and would have to fall back upon weakly-founded theory.

We, living in the present, can see the process taking place, however slowly, of a wild species being swamped by a closely-related domesticated species, the wild species being wiped out because it clashes with human interests (the food of the wild cat being rabbits, grouse, blue hares, mice, voles, and occasional poultry), but leaving behind



A FEROCIOUS ANIMAL CLOSELY RESEMBLING OUR DOMESTICATED CAT, BUT WHICH IN FACT REPRESENTS A DISTINCT SPECIES: THE SCOTTISH WILD CAT, WHICH IS SAID TO BE UNTAMABLE EVEN IF TAKEN AS A KITTEN.

published, even that modest claim has become an overstatement, because to-day the wild cat is found in Scotland, mainly north of the Great Glen, and even there it is relatively scarce. A similar story can be told for the rest of Europe, for it is everywhere reduced in numbers and has survived in the more inaccessible wooded uplands only. The reason for this is that the wild cat is a carnivore, and there is a prejudice against carnivores large and small, quite apart from any damage they may cause among domestic stock. The reduction in numbers, moreover, has taken place despite the cat's increased rate of breeding, which is perhaps one of the more interesting parts of its story.

The European wild cat looks very like the domesticated tabby, but the latter has been derived, so far as we can tell, from the caffer cat of Africa. It is, however, more heavily built, about 2 ft. long with the tail adding another foot to the length, has a blunt tip to the tail and weighs 10 to 15 lb. It is known best for its ferocious nature and is said to be untamable even if taken as a kitten. There can, however, be only a very narrow margin between the truly wild cat and the domesticated cat. Not only will the domesticated cat gone wild show a ferocity that must rival that of its truly wild relative, but it seems to interbreed freely with the wild cat. The result is the existence of many hybrids between the two, and a marked dilution of the wild stock. The evidence for this is seen more especially in the marked change in the breeding habits, although it must be admitted that the evidence for this is a little unsure.

L. Harrison Matthews, in "British Mammals," comments: "It is rather in the details of its breeding physiology that the wild cat unmistakably shows the admixture of domestic blood, provided that the information given by those writers who state that there is only one breeding season every year in the true wild cat, is correct." He goes on to point out that in the Scottish wild cat there are two breeding seasons a year, with sometimes a third in the autumn. The first is in early March, the second at the end of May or beginning of June, the litters being born in May and August, and, when there is a third, in December or January. The domestic cat has normally two breeding seasons a year, with sometimes a third, or even a fourth.

These few items of information give some foundation upon which to speculate in regard to the origin of some other domestic animals, those in which there is no direct link between the

generally quoted, is that the domestic dog was derived from the wolf, with later admixture from the jackal. Indeed, a whole thesis has been built up on this assumption, that the wolf-type of dog and the jackal-type of dog can be recognised in the various breeds to-day. The second view, stoutly supported by Brian Vesey-Fitzgerald in his book "The Domestic Dog," is that we should look for the origins of the domestic dog in the pariah. The third, which is closely similar to the second, but with a difference, is that the domestic dog was derived from a species of wild dog now extinct, but at present unidentified.

I leave it to those more fitted than I to adjudicate, but my preference is for the second or the third of these views, both of which seem to me to have more to commend them. My main objective now is to see how far our knowledge of the relation between the wild cat and the domestic cat may be used as guidance in considering the origins of the domestic dog. To restate these: we have evidence of two species, the European wild cat and the domesticated form of the caffer cat, interbreeding. This knocks away one of the supports of the wolf-origin for the domestic dog. It has often been advanced, in arguing for a wolf ancestry, that because the wolf and the domestic dog will interbreed, it is proof of a common ancestry. What we know of the cats clearly undermines this.

The next point is, however, the more important, and I would put it in this way. If the many breeds of domestic dog owe their origin to an unknown wild dog now extinct, what has happened to produce a situation in which fossil remains of



DISTINGUISHABLE FROM THE DOMESTICATED TABBY BY ITS MORE ROBUST BUILD AND BY THE BLUNT TIP TO ITS TAIL: THE SCOTTISH WILD CAT, NOW A COMPARATIVELY RARE CREATURE, BUT WHICH BREEDS FREELY WITH THE DOMESTICATED SPECIES.

Photographs by Jane Burton, with the permission of W. G. Kingham.

its hybrids. A wild dog, from which the first domesticated dog was drawn, might equally have been extinguished by the twin processes of persecution and dilution by interbreeding until even its remains became unrecognisable from those of domesticated individuals.

PERSONALITIES OF THE WEEK: PEOPLE AND EVENTS IN THE PUBLIC EYE.



APPOINTED FIRST LORD OF THE ADMIRALTY: LORD CARRINGTON. Lord Carrington, forty, has been appointed First Lord of the Admiralty in the new Cabinet in succession to Lord Selkirk. Lord Carrington, who was educated at Eton and Sandhurst, has been High Commissioner in Australia since 1956 and he was on board ship when he accepted his new appointment.



APPOINTED CIVIL LORD OF THE ADMIRALTY: MR. C. I. ORR-EWING. Mr. Charles Ian Orr-Ewing, forty-seven, succeeds Mr. T. G. D. Galbraith as Civil Lord of the Admiralty in the recent Government changes. Previously Mr. Orr-Ewing was Parliamentary and Financial Secretary to the Admiralty, which is a post that is not being refilled. Mr. Orr-Ewing is M.P. for Hendon North.



MR. CHRISTOPHER SOAMES, SECRETARY OF STATE FOR WAR. Mr. Christopher Soames, who retains his position as Secretary of State for War, has been Conservative Member for the Bedford Division of Bedfordshire since 1950. He was returned to Parliament in the 1959 General Election with a majority of 6767. Mr. Soames has been Secretary for War since January 1958.



SECRETARY OF STATE FOR AIR: MR. GEORGE WARD. Mr. George Ward, who is fifty-one, has been Secretary of State for Air since 1957. The Conservative Member for Worcester City since 1945, he was returned in the 1959 General Election with a majority of 7192. From December 1955 to January 1957 he was Parliamentary and Financial Secretary to the Admiralty.



APPOINTED GOVERNOR OF HOLLOWAY PRISON: MRS. J. KELLEY. Mrs. Kelley, who joined the prison service twelve years ago, will next month succeed Lady Taylor as Governor of Holloway Prison, London. Her first appointment was at Askham Grange "Open" Prison, and two years later she was transferred to Holloway. In 1952 she returned to Askham Grange, where she is Governor.



(Left.) A FAMOUS FILM STAR: THE LATE MR. ERROL FLYNN.

Mr. Errol Flynn, the film star who was famous for his romantic and swashbuckling roles, died in Vancouver on October 14 from coronary thrombosis. He was fifty. In the course of his life he was married three times. Among his last performances were "The Roots of Heaven," "The Sun Also Rises" and "Too Much, Too Soon."



READY WITH THEIR NEW EQUIPMENT FOR THEIR MATCHES AGAINST THE UNITED STATES: THE BRITISH RYDER CUP TEAM AT STONEHAM GOLF CLUB. The members of the Ryder Cup team, who sailed for the United States on October 15, are (l. to r.): Peter Alliss; Eric Brown; Ken Bousfield; Dai Rees; Harry Weetman; Dave Thomas; Bernard Hunt; Peter Mills; Norman Drew; and Christy O'Connor.

(Right.) TO BE HIGH COMMISSIONER IN SINGAPORE: THE EARL OF SELKIRK.

The Earl of Selkirk, who will succeed Sir William Goode as United Kingdom Commissioner for Singapore and South-East Asia in January 1960, has held with distinction the position of First Lord of the Admiralty since 1957. The Earl of Selkirk was Paymaster-General from November 1953 to December 1955.



(Left.) AN OUTSTANDING SOLDIER: THE LATE MAJOR-GENERAL T.W. REES.

Major-Gen. Thomas Wynford Rees, who died on October 8 aged sixty-one, commanded the 19th Indian (Dagger) Division in Burma, which captured Mandalay from the Japanese in 1945 after a brilliant attack. From 1945 to 1947 he commanded the 4th Indian Division and in 1947 the Punjab Boundary Force.

(Right.) THE NEW JORDANIAN AMBASSADOR TO THIS COUNTRY: ANISTAS HANANIA.

The new Jordanian Ambassador, Anistas Hanania, who has held several Ministerial posts including the Ministry of Justice and Communications, has been appointed to succeed Ihsan Hashem, who resigned two months ago for reasons of health. He left Amman on Oct. 11 for London to take up his duties.



MR. D. CAMPBELL, WHO IN 1958 SET UP A WATER SPEED RECORD OF 248.6 M.P.H., RECEIVING THE SEGRAVE TROPHY PLAQUE FROM EARL HOWE. The Segrave Trophy, a gold statuette in the form of Britannia, seen in the background, was instituted in memory of the racing motorist, the late Sir Henry Segrave. Mr. Donald Campbell, who won the trophy in 1955, is seen receiving the plaque presented with it.



VOTED SPORTSWOMAN OF THE YEAR BY THE SPORTS WRITERS' ASSOCIATION: MISS MARY BIGNAL HOLDING A PORTRAIT OF HERSELF IN ACTION.

Miss Mary Bignal, who has had recent successes in athletics in Moscow and Rome, was voted Sportswoman of the Year by the Sports Writers' Association. She is seen here at the dinner held in her honour.



TO RETIRE AS RECORDER OF LONDON: SIR GERALD DODSON, WHO HAS HELD THIS OFFICE FOR TWENTY-TWO YEARS.

Sir Gerald Dodson, who is seventy-five, and who is to retire after being Recorder of London for a record twenty-two years, was regarded as one of the greatest of all Recorders at the Central Criminal Court.

AROUND THE WORLD IN EIGHTY HOURS: AN AIRLINE'S NEW GIRDLE ROUND THE EARTH.



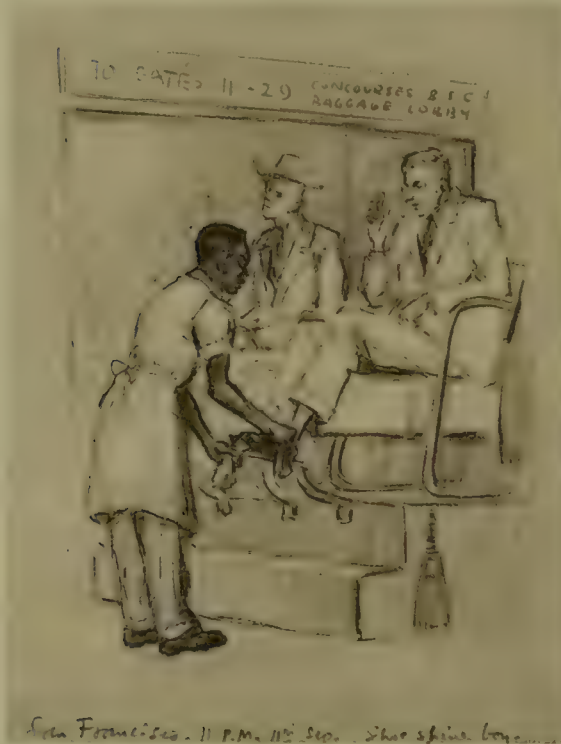
London Airport. 11th September. 11.30 A.M.

11.30 A.M. THE BOEING 707 AT LONDON AIRPORT WHICH REACHED SYDNEY IN 31 HOURS 36 MINS., JUST BEFORE THE EXCITING FLIGHT ON WHICH THESE DRAWINGS OF PARTS OF THE WORLD VISITED WERE MADE.



Flight Deck, Boeing 707, Qantas. 11th September. 1.30 P.M.

1.30 P.M. THE FLIGHT-DECK OF THE QANTAS BOEING 707: A COMPLEXITY OF PANELS AND DIALS PACKED TOGETHER.



San Francisco. 11 P.M. 11th Sep. Shoe shine boy. A GLIMPSE OF LIFE AT NIGHT IN THE FAMOUS WEST COAST CITY.



5 A.M. Honolulu. 13th September. 1959. A GIRL IN HONOLULU MAKING LEI, OR GARLANDS OF WELCOME, IN THE DAWN. SHE WEARS A SACK DRESS CALLED A MU-MU.



Honolulu. 5.15 A.M. 13th September. Hawaiian Totem. 5.15 A.M. A HAWAIIAN HURRIES PAST A TOTEM ON HIS WAY TO WORK IN THE EARLY MORNING.



Policeman, Fiji. 11 A.M. 13th September. A POLICEMAN IN FIJI WEARING HIS REMARKABLE UNIFORM.



Parliament House, Sydney. 14th September. THE PARLIAMENT HOUSE OF NEW SOUTH WALES IN SYDNEY: THE OLDEST PARLIAMENT HOUSE IN AUSTRALIA.



Whale Beach. 14th September. WHALE BEACH, NEAR SYDNEY. THE BOEING 707 LEFT LONDON IN THE AUTUMN TO COME TO THE EARLY AUSTRALIAN SPRING.

Qantas Empire Airways, with its fleet of Boeing 707 airliners, will be the first airline to offer pure-jet services round the world through both the Northern and Southern Hemispheres when this service starts from Sydney to London on October 27, and in the opposite direction on October 29. Jules Verne's book became famous with the title "Around the World in Eighty Days," but now one will be able to travel the same distance as that

notable pioneer, Phineas Fogg, in eighty hours and under. Our special artist, Mrs. Pannett, flew on the record-breaking Boeing 707 flight from London to Sydney in 31 hours 36 mins., which is the first half of the services due to start at the end of October. During her journey, which started on September 11, she executed these drawings of people and life as varied as those in the late Mike Todd's film of "Around the World in Eighty Days."

Drawn for "The Illustrated London News" by our Special Artist, Juliet Pannett, S.G.A.

AROUND THE WORLD IN EIGHTY HOURS: ANCIENT AND MODERN ASPECTS OF AUSTRALIA.



Port Kembla. N.S.W.

16th September

PORT KEMBLA STEEL WORKS, N.S.W., SITUATED SOUTH OF SYDNEY ON RECLAIMED MARSHLAND: A VIEW OVER THIS INDUSTRIAL CENTRE WHICH HAS BECOME, SINCE THE WAR, THE LARGEST STEEL WORKS IN THE SOUTHERN HEMISPHERE.



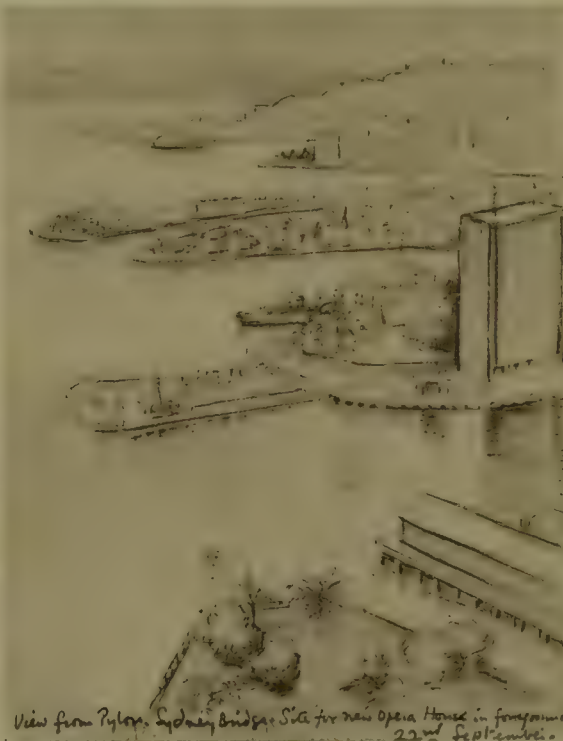
Brisbane from Bartley's Hill. Umbrella Tree. Scraggy gum. 21st September.

A HOUSE IN BRISBANE BUILT ON STILTS FOR COOLNESS, SURROUNDED BY AUSTRALIAN SUB-TROPICAL TREES.



From the Circular Quay, Sydney, 22nd Sept.

THE CIRCULAR QUAY AT SYDNEY AT THE RUSH HOUR, WHERE WORKERS RETURN HOME BY BOAT.



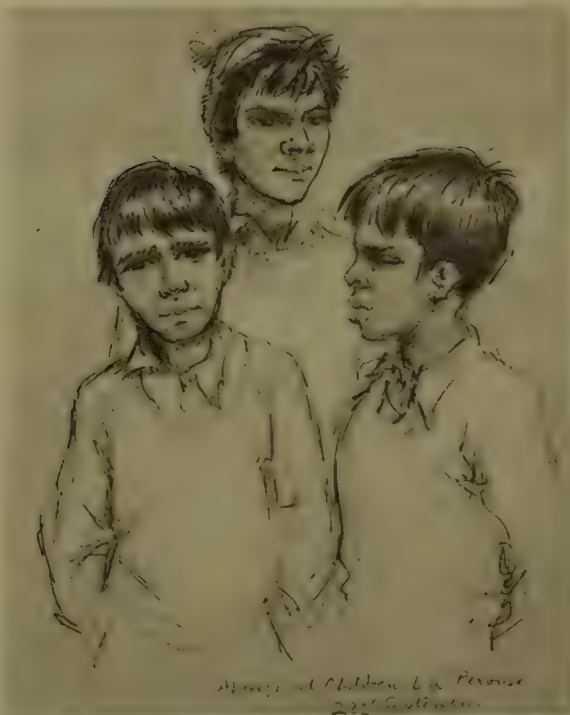
View from Pylon, Sydney Bridge. Site for new Opera House in foreground. 22nd September.

A VIEW FROM A PYLON OF THE SYDNEY HARBOUR BRIDGE, LOOKING DOWN TO THE SITE OF THE NEW OPERA HOUSE.



View from Vaucluse, Sydney. 23rd September.

THE GREAT SPAN OF THE SYDNEY HARBOUR BRIDGE SEEN FROM VAUCLUSE, ONE OF THE SUBURBS OF SYDNEY.



Aboriginal Children at La Perouse. 22nd September.

A CHARMING STUDY OF ABORIGINAL CHILDREN, DRAWN IN THEIR SETTLEMENT AT LA PEROUSE TO THE NORTH OF SYDNEY.



Scotchman's Bay, La Perouse - 22nd September. Aboriginal Settlement.

SCOTCHMAN'S BAY AT LA PEROUSE: THE ONLY ABORIGINAL SETTLEMENT IN THAT AREA OF AUSTRALIA.



Joe Timbery, Champion Thrower of Boomerangs, carving a boomerang from Myrtle. 22nd September.

JOE TIMBERY, THE CHAMPION THROWER OF AUSTRALIA, CARVING A BOOMERANG FROM MYRTLE WOOD.

These drawings show Australia in the early spring. The Qantas Boeing 707 left London, which was still protracting the coming of autumn, to arrive in Sydney in a completely different season in just over 30 hours. The flight passed across the United States to San Francisco and on to Honolulu and Fiji and then to Sydney. Mrs. Pannett says of it that it was so comfortable that she might have been sitting in an armchair at home and the service

on the airliner was excellent. They were flying at an average 525 miles per hour, often at a height of eight miles above the earth. While she was in Australia she saw two of the cities that will be used as stopping places, according to the day of the week, Brisbane and Melbourne. One of the most fascinating visits she undertook was to the Aboriginal settlement at La Perouse, where she met Joe Timbery, the champion boomerang thrower.

Drawn for "The Illustrated London News" by our Special Artist, Juliet Pannett, S.G.A.

AROUND THE WORLD IN EIGHTY HOURS: FROM MELBOURNE TO BANGKOK.



Passenger Terminal at Melbourne Airport. 25th September.

PASSENGERS AT MELBOURNE AIRPORT WAITING FOR THEIR FLIGHTS. TWO AUSTRALIAN SOLDIERS CAN BE SEEN.



THE CAPTURER OF THE WORLD RECORD TIGER SHARK: MR. SAMUEL JAMIESON, ON THE FLIGHT FROM SYDNEY.



Trishaw in Singapore. 26th September.

A "TRISHAW" IN A SINGAPORE STREET: THIS FORM OF TRANSPORT HAS NOW REPLACED THE OLD RICKSHAW.



National Sport, Malaya - Kite Flying. 27th September.

KITE-FLIERS IN MALAYA: MEN AND CHILDREN SKILFULLY PRACTISING THEIR NATIONAL SPORT.



Hindu Temple, Singapore. 28th September.

A HINDU TEMPLE IN SINGAPORE: ITS TOWER IS COVERED IN LIFE-SIZE SCULPTURES OF GODS, HUMANS AND ANIMALS.



Making curry paste, Singapore. 26th September.

AN INDIAN COOK MAKING CURRY PASTE WHICH FORMS THE FLAVOURING OF MUCH INDIAN COOKING.



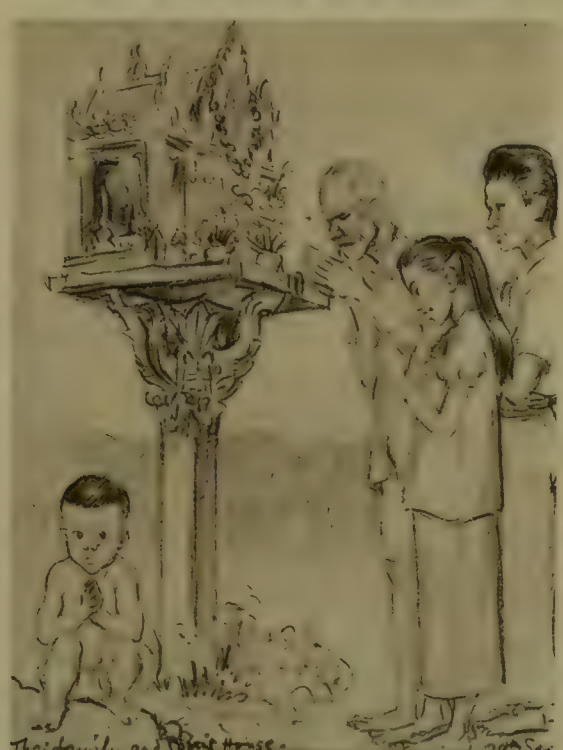
A Thai House - 30th September.

THE INTERIOR OF A HOUSE IN BANGKOK: THE HOUSE IS BUILT OF TEAK AND IS FURNISHED WITH MAGNIFICENT THAI SILKS.



The Lottery Buddha - Bangkok. 29th September.

THE LOTTERY BUDDHA IN BANGKOK. THE FIGURE IS COVERED IN PIECES OF GOLD LEAF.



Thai family and Spirit House. 29th Sep.

A THAI FAMILY PRAYING AT A SPIRIT HOUSE. THE CHILD WAS MORE INTERESTED IN THE ARTIST.

The change from the new civilisation of Australia to that of Malaya and Thailand is both sharp and rapid, especially in this method of travel. The contrast on this page between the passenger terminal at Melbourne airport and the Hindu temple in Singapore illustrates the difference very well in these drawings. In Malaya our artist saw the Malaysians practising their

national sport of kite-flying, at which they are extremely skilful. There, three civilisations, the Chinese, the Malayan and the Hindu, come together. There one can see the death-houses of Sago Lane where the Chinese go to die in rows of two-tier bunks, with coffins being made below-stairs. From Singapore the flight continues to Bangkok.

Drawn for "The Illustrated London News" by our Special Artist, Juliet Pannett, S.G.A.

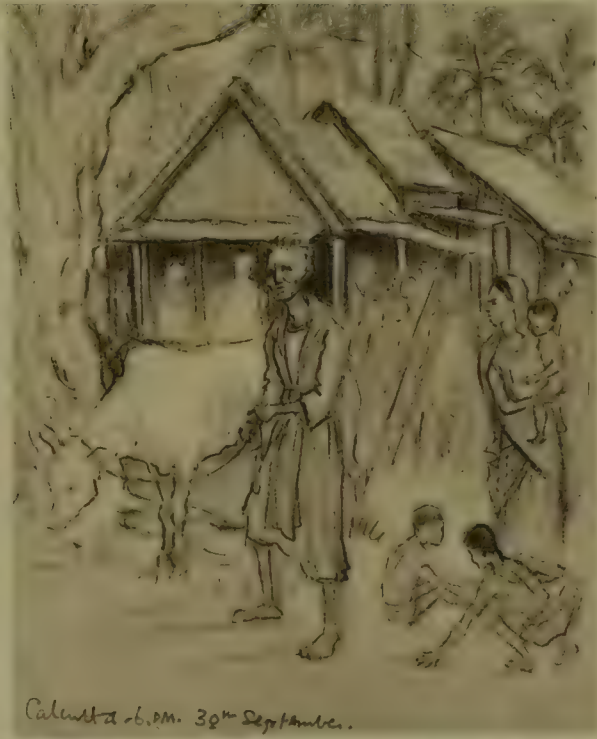
AROUND THE WORLD IN EIGHTY HOURS: FROM THE ORIENT BACK TO LONDON.



Buddhist Monks, Bangkok. 30th September.
A SCURRY OF UMBRELLAS AND ROBES: BUDDHIST MONKS IN BANGKOK DRIVEN INDOORS BY THE MONSOON RAIN FROM BEGGING FOR FOOD.



Buddhist Monk receiving food in the klong (canal). 30th Sept. 6 AM.
A BUDDHIST MONK RECEIVING FOOD FROM A HOUSEHOLDER ON A KLONG, OR CANAL, IN THE EARLY MORNING. HE TRAVELS BY CANOE TO COLLECT HIS ALMS.



Calcutta 6 PM. 30th September.
EVENING IN A VILLAGE OUTSIDE CALCUTTA: A GLIMPSE OF PEASANT LIFE IN INDIA DURING ONE OF THE SHORT STOPS ON THE JOURNEY BACK TO LONDON.

FROM Bangkok the return to London goes back by way of Calcutta, Karachi, Cairo, Athens and Rome. These cities afford some of the stopping-places for the "Kangaroo route" which is flown by Qantas in partnership with B.O.A.C. Here again one finds sharp contrasts between cultures and peoples. A colourful feature of Bangkok are the monks in their saffron-coloured robes as they beg for food from pious householders. After India, Pakistan and Egypt comes the return to Europe at Athens. Near there on the road to Sunium our artist found a happy group of girls picking the grape harvest. The circle is completed when the airliner touches down at London.



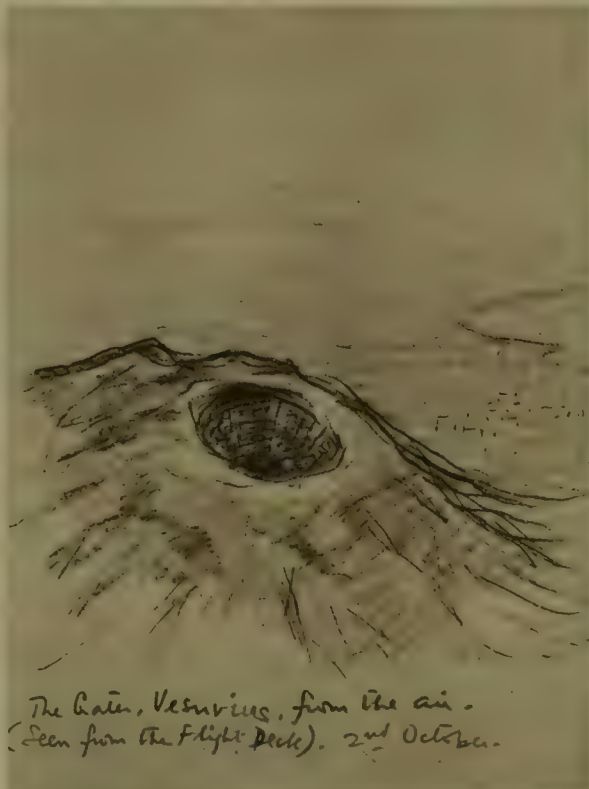
Midnight. Karachi. 30th September.
A PAKISTANI TAILOR WORKING FAR INTO THE NIGHT NEAR THE AIRPORT AT KARACHI.



7 AM New Airport Buildings, Cairo. 1st October.
CAIRO AIRPORT IN THE EARLY MORNING. NEW AIRPORT BUILDINGS WITH PILES OF SAND HEAPED IN FRONT CAN BE SEEN, WHILE THE CITY OF CAIRO LIES IN THE FAR DISTANCE.



The Grape Harvest near Athens. 1st October.
THE GRAPE HARVEST IN A VILLAGE OUTSIDE ATHENS: A HAPPY GROUP OF GREEK GIRLS HARD AT WORK GATHERING THE BUNCHES INTO BASKETS.



The Crater, Vesuvius, from the air. (Seen from the Flight Deck). 2nd October.
THE CRATER OF VESUVIUS: A DRAMATIC SKETCH FROM THE FLIGHT DECK AS THE AIRCRAFT APPROACHED NAPLES ON ITS WAY TO ROME.



Monks. Rome Airport. 2nd October.
A GROUP OF MONKS IN EARNEST CONVERSATION AT ROME AIRPORT, THE LAST STOPPING-PLACE BEFORE THE END OF THIS DAZZLING FLIGHT ROUND THE WORLD.

Drawn for "The Illustrated London News" by our Special Artist, Juliet Pannett, S.G.A.

THE WORLD OF THE THEATRE.

AMONG THE EPIGRAMS

By J. C. TREWIN.

A DRAMA critic called Bernard Shaw had been going to the West End theatres for eight weeks, on behalf of *The Saturday Review*, when on a night in February 1895, he saw "a trivial comedy for serious people" at the St. James's. Already, during his short career as a critic with portfolio, he had met Oscar Wilde's "An Ideal Husband," a "new and original play of modern life," at the Haymarket early in January. He had found that amusing; but he did not care greatly for the second piece, "The Importance of Being Earnest": "It amused me, of course, but unless comedy touches me as well as amuses me, it leaves me with a sense of having wasted my evening." The performance itself failed to excite him: one would never judge from Shaw's review that he had been present soon after the birth of the sun-in-splendour of British farce. No play has more triumphantly survived the years.

To-day we refer to it casually as "The Importance." It is a classic in which every speech has developed a tradition. It has been translated into Hindustani and Japanese. Lately there have been a few performances of the four-act version which Wilde originally wrote, and which Alexander asked him to shorten because (eccentric though it appears to us) fashion demanded a curtain-raiser. This was a forgotten trifle, "In the Season," by a dramatist named Langdon E. Mitchell. Lately too—and in these days, no doubt, a seal of immortality—"The Importance" has been turned into a musical play. I don't know what Shaw might have said about that; but probably he would have used a few thousand words to discuss the entire business of the "musical version," with special reference to the agreeable goings-on at Drury Lane. I feel myself that the ghost of Wilde might observe, in the tones of Gwendolen to Cecily, "I am known for the gentleness of my disposition, and the extraordinary sweetness of my nature, but I warn you, you may go too far."

The present Old Vic revival is, of course, without songs, even if there is appropriate period music in the intervals. It is also the original three-act text. I doubt whether the recently rediscovered Mr. Gribbsy, of the four-act version, pleasant though he is, will ever cut much of a figure on the stage: a pity in a way because his absence does prevent Algernon from saying, "Well, I really am not going to be imprisoned in the suburbs for having dined in the West End."

The text at the Vic is, as it should be, that of February 14, 1895. It is not the first time it has appeared in the repertory. We think so much to-day of the Gielgud revival of twenty years ago that we are inclined to forget there have been others. Personally, I remember that last occasion at the Vic, in February 1934, when Tyrone Guthrie directed the piece, with Athene Seyler as Lady Bracknell, Flora Robson as Gwendolen, Ursula Jeans as Cecily, Roger Livesey and George Curzon as John and Algernon, and Charles Laughton as a Chasuble who could not help being mildly sinister. When he said "Sprinkling is all that is necessary," one shivered. That was a good evening: collectors will observe that Merriman, the Woolton butler, was played by a young actor, James Mason. They may notice also that, just as there is a Congreve comedy ("The Double-Dealer") in the present season's repertory, so then the company was acting "Love for Love." Who will have forgotten Laughton's full-moon Tattle?

It has taken me a long while to get to the current revival; but one has only to mention "The Importance" to roam off into history, and to come back by a route that will probably include the "black and white" Nigel Playfair revival at

Hammersmith. . . . It is no good: we must be firm. Let me report that the house at the recent Old Vic premiere (October 13, 1959) laughed almost "sans intermission," as Jaques says somewhere else during the season, from Lane's first reply to Algernon, "I didn't think it polite to listen, sir" to Lady Bracknell's ultimate



TWO ENCHANTING COUPLES FROM "THE IMPORTANCE OF BEING EARNEST," WHICH HAS RETURNED TO THE LONDON STAGE AFTER AN ABSENCE OF SEVENTEEN YEARS: THE LOVERS ARE (LEFT TO RIGHT) ERNEST (JOHN JUSTIN) AND GWENDOLEN (BARBARA JEFFORD), AND CECILY (JUDI DENCH) AND ALGERNON (ALEC MCCOWEN).



THE FINAL SCENE FROM ACT THREE OF THE REVIVAL OF OSCAR WILDE'S "THE IMPORTANCE OF BEING EARNEST" AT THE OLD VIC. ERNEST (JOHN JUSTIN) CLAIMING HIS GWENDOLEN (BARBARA JEFFORD) WHILE (LEFT TO RIGHT) MISS PRISM (ROSALIND ATKINSON), ALGERNON (ALEC MCCOWEN), CANON CHASUBLE (MILES MALLESON), LADY BRACKNELL (FAY COMPTON) AND CECILY CARDEW (JUDI DENCH) LOOK ON.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"MAKE ME AN OFFER" (Theatre Royal, Stratford).—Joan Littlewood's production, for Theatre Workshop, of a musical play by Wolf Mankowitz, with lyrics and music by Monty Norman and David Heneker, set in the Portobello Road street market. (October 19.)

"MY FRIEND JUDAS" (Arts Theatre Club).—A play by Andrew Sinclair, directed by Fred Sadoff. (October 21.)

"SERJEANT MUSGRAVE'S DANCE" (Royal Court).—A play, set in the Victorian period, by John Arden, directed by Lindsay Anderson. (October 22.)

"My nephew, you seem to be displaying signs of triviality."

By now I am sure Michael Benthall's production will have settled into something uncommonly good. On the first night it showed every hopeful sign. The main trouble was a certain lack of verbal assurance. These people should never be conscious for a moment that they talk in epigram: it is as natural to them as breathing. But if, transiently, the words elude an actor, there is no getting back with ease: you cannot "gag" in Wilde. Worry may spread like a stain on silk. At the premiere, though the players could seem oddly out of touch when the stage was crowded, the duologues (those, for instance, between John and Algernon in the first act and in the muffin scene of the second, and between Cecily and Gwendolen at the tea-table) could not have been done better. I am confident that by the time this article appears all will have slipped into place, and that the voice will be the voice of Wilde.

Already—I write this on the morning after the premiere—two performances are without flaw: Barbara Jefford's Gwendolen and the Chasuble of Miles Malleon. Miss Jefford's ear for prose rhythm is as exact as her ear for verse. The lines are stroked along, and the actress keeps her poise unruffled: she is in the Wildean world, not looking at it through a window. One has known Gwendolens whom Merriman would never have admitted to the garden at Woolton; but Miss Jefford can be none other than the woman herself, whether (as in the first act), considering passion remotely, or (in the second) considering Cecily with the expression of a well-bred wasp. As for Mr. Malleon, he is Chasuble from the minute the Canon quivers into the garden with benign dignity, to explain that were he fortunate enough to be Miss Prism's pupil, he would hang upon her lips: "I spoke metaphorically . . . metaphorically. My metaphor was drawn from bees." And the Canon glows like a mellow October and wobbles mildly back.

That enchants. We are grateful, too, for the buoyancy of Alec McCowen's Algernon and for Judi Dench's resolute rosebud Cecily. Rosalind Atkinson hardly underplays Prism, but the part will stand a little judicious pressure, and the actress enjoys, as we do, the superbly idiotic return of the handbag (with handles): "It has been a great inconvenience being without it all these years."

So to Worthing and Lady Bracknell. John Justin's Worthing will probably have developed from a pleasant performance to a full one. On the first night parts of it seemed to be indicated with a brisk flourish, and others—as in the scenes with Algernon—to be exactly and properly detailed. Time will compose the complete personage, as it will certainly compose Fay Compton's Lady Bracknell. This splendid actress can hardly fail; at the first performance she was Lady Bracknell visually and technically, but verbally she was still unsure, and some of the thunderbolts hung in mid-career before they fell. By

now there will be nothing of that aerial loitering to bother us. Miss Compton, as we had expected, plays the most alarming dowager of our Drama not as a carbon-copy of a distinguished predecessor, but as a creation of her own. When it is fully created I imagine that the cast as a whole will be at ease, offering all round what Shaw wanted, but could not get, on his night at the St. James's in February 1895, "an exquisitely grave, natural, and unconscious execution."

FROM A STATE VISIT TO A FAMOUS POST-WAR LEADER: EVENTS IN THE PAST WEEK.



TO MARK THE START OF WORK ON THE CAMBRIDGE COLLEGE NAMED AFTER HIM: SIR WINSTON CHURCHILL SPEAKING AFTER A TREE-PLANTING CEREMONY.

On October 17 Sir Winston Churchill planted a mulberry tree and an oak on the site of the new Churchill College. He announced gifts of £357,000 from the Ford Foundation of America and £50,000 from the Transport and General Workers' Union in memory of Mr. Ernest Bevin.



THE STATE VISIT OF PRINCE RAINIER AND PRINCESS GRACE TO PARIS: A SCENE AT THE RECEPTION GIVEN BY PRESIDENT DE GAULLE ON OCTOBER 12.

A three-day State visit to Paris by Prince Rainier and Princess Grace of Monaco began on October 12. They are seen here at a reception at the Elysée Palace watching a ballet. (From left to right) Mme. de Gaulle, Prince Rainier, President de Gaulle and Princess Grace.



ESCORTED BY THE MAYOR OF PARIS, PRINCE RAINIER AND PRINCESS GRACE ARRIVING FOR A RECEPTION GIVEN BY THE CITY OF PARIS.

Prince Rainier and Princess Grace attended a reception given by the City of Paris at the Hotel de Lauzun on October 13. Their approach was flanked by footmen holding lighted candles. This was Princess Grace's first State visit. They are accompanied by the Mayor of Paris, Dr. Pierre Devraigne.



HER MAJESTY THE QUEEN AND THE DUKE OF EDINBURGH LEAVING EUSTON STATION AFTER RETURNING FROM THEIR HOLIDAY IN SCOTLAND.

On October 18 the Queen and the Duke of Edinburgh returned from their Scottish holiday. The same day they attended service at Meigle parish church, Perthshire, after having spent the week-end at Drumkilbo House, the home of the Queen's cousin, Lord Elphinstone.



A GREAT AMERICAN SOLDIER AND STATESMAN: THE LATE GENERAL GEORGE MARSHALL, WHO GAVE HIS NAME TO THE EUROPEAN POST-WAR RECOVERY PLAN.

General George Marshall, who died in the Walter Reed Military Hospital, Washington, on October 16, aged seventy-eight, was described by President Eisenhower as "one of the distinguished military and civil leaders of our century." In the Second World War he became Chief of Staff of the U.S. Army and in 1947 was appointed Secretary of State. In 1953, for his plan of economic aid to Europe, he received the Nobel Peace Prize.

Portrait by Karsh of Ottawa.



SKI ACROBATICS IN KENSINGTON GARDENS: MR. R. B. SKEPPER, ONE OF THE NOMINEES FOR THE BRITISH OLYMPIC SKI TEAM, EXECUTING A JUMP TURN.



GROUP PRACTICE ON THE GRASS: (L. TO R.) MISS A. ASHESHOV, MR. R. G. W. PITCHFORD, MISS J. M. GIBBS AND MISS G. CLARKE. THE WINTER GAMES WILL BE HELD IN THE U.S.A.

IN PREPARATION FOR SQUAW VALLEY: NOMINEES FOR THE BRITISH OLYMPIC SKI TEAM IN ENERGETIC PRACTICE.

The winter sports events for the 1960 Olympic Games will be held in Squaw Valley, U.S.A., and the Ski Club of Great Britain has announced that it will send competitors for the men's and women's downhill and slalom events as well as for the men's cross-country. A number of skiers have been nominated, and have been undergoing summer training. These photographs show some of them practising in Kensington Gardens recently. Before the selected team goes to Squaw Valley towards the end of January,

there will be a number of preliminary events which will act as qualifying races. For the women there will be the Schweizerischer Damen Skiklub Rennen at Grindelwald from January 6 to 9. The men will go to St. Moritz after Christmas for the British Race Week, and then to Kitzbühel, and join the women there. They will then return to St. Moritz for the White Ribbon on January 24 and probably go to Lenzerheide. The women will be at Davos on January 21 for the British Ladies' Ski Week.



Superb Spanish Sherries so welcome on these shores

EL CID

light Amontillado 18/- a bottle

FINO FERIA

pale dry 22/- a bottle

V.C.

finest amontillado 22/- a bottle

TOP OF THE MILK

full cream 21/- a bottle

DUFF GORDON SHERRIES





Photograph by courtesy of Tees Valley and
Cleveland Water Board.

DOWSETT

Pipe Bridge at Eaglescliffe.

"Nothing great was ever achieved without enthusiasm."

RALPH WALDO EMERSON
(1803-1882).



Spanning 210 ft. of the River Tees.
Constructed from Precast Prestressed Concrete Units.
Manufactured by Dow-Mac (Products) Ltd.
Assembled postensioned and moved bodily across river by
Dowsett Engineering Construction Ltd.

DOW-MAC (PRODUCTS) LTD.

PRESTRESSED CONCRETE

DOWSETT ENGINEERING CONSTRUCTION LTD.

CIVIL ENGINEERING

TALLINGTON
STAMFORD, Lincs

Telephone: Market Deeping 2301

18 QUEEN STREET MAYFAIR
LONDON W.1

Telephone: Mayfair 8511

EAGLESCLIFFE
STOCKTON-ON-TEES

Telephone: Eaglescliffe 2411

WARRENPOINT
COUNTY DOWN

Telephone: Warrenpoint 2265

DOWSETT HOUSE
GATESHEAD-ON-TYNE, 9

Telephone: Low Fell 78081

UNUSUAL PHOTOGRAPHS—NO. 11: THE UNWELCOME GIFT.



A RUDE AWAKENING: THE TAWNY OWL WHICH FORCES ITS FAVOURITE TIT-BIT ON ITS OWNER.

This tawny owl has the strange habit of waking up his friends with presents of dead mice in the early morning. So insistent is he on his gift being properly accepted that he will stand on his mistress's head to ensure this. *Tawby*, which is his name, was found half-dead from starvation when only a fledgling. He was nursed to health by Mr. and Mrs. Blandford, of Pyrford, who gave him his freedom when he had recovered. He learned to come at a whistle

call when food was ready after he had grasped that they were unable to fly up to him as his mother had done. He also made great friends with their two Labrador dogs. As he is allowed to roam at will, he has lost much fewer of his natural habits than a captive bird would have done. He also has this habit—unwelcome to some—of showing his gratitude by bringing gifts that he would like to have had himself.

THE choice of compulsory reading for boys between the ages of fifteen and seventeen is a delicate matter; they may be put off a particular author for life. It was not till the beginning of the last war, for example, that I grew to appreciate Jane Austen, having had her thrust down my throat at the age of sixteen when I was too immature to appreciate such delicate delights as the famous meeting between Elizabeth Bennett and Lady Catherine de Burgh. In the same way, it was not until many years later that I re-read Walter Bagehot's "The English Constitution" with the appreciation which that remarkable work deserves. Even so, I knew comparatively little of Walter Bagehot as a man (as opposed to the political philosopher), until I read *THE SPARE CHANCELLOR*, by Alastair Buchan.

Mr. Buchan claims for Bagehot that his style, which broke away from the Augustan and the Victorian, influenced the best of most modern writing and modern journalism. It also, he maintains, formed his own. If so, Bagehot is to be congratulated, for this is a very well-written book indeed. Bagehot, in Buchan's pages, is revealed as a person of a virtuosity remarkable even in an age which produced its quota of "whole" men. He was a banker and a Master of Hounds, a literary critic, an editor, an economist and a biographer, in addition to being the political writer on which his fame is mainly based. Above all, he was a sound political thinker, alarmed at those who advocated too fast and careless a pace of reform and legislation, but, unlike the older generation of Liberals, unafraid of the State playing an important rôle in political life. As Mr. Buchan rightly points out, Bagehot was sure that the English alone could effect a synthesis between order and choice; "while the French had achieved only choice without order, the Prussians order without choice."

Perhaps his "soundness" was due to another fact pointed out by Mr. Buchan: "He was the fruit of a rare and dwindling stock, pure Southern English," and shared with two other great Southern Englishmen of the past century—Richard Cobden, of Sussex, and Ernest Bevin, of Somerset—a quality of cheerful mental vigour. Lord Bryce wrote of him: "Those who had the good fortune to know him still remember him as perhaps the most original mind of his generation." It is our good fortune to have got to know him through the evocative pages of Mr. Buchan's admirable book.

I remember seeing quite a lot of Colonel Byford-Jones, then a mere captain, the author of *GRIVAS AND THE STORY OF EOKA*, in Cyprus during the war. Colonel Byford-Jones, then as now, had a lively intelligence with a small "i" (which is not necessarily always allied to the branch of the Service to which he belonged!) and a remarkable capacity for establishing sympathetic contacts with people of Greek-speaking origin. He has known Colonel Grivas from the days when he saved his life during the Communist uprising in Athens, which, but for the far-sighted intervention of Sir Winston Churchill and Sir Anthony Eden, would almost certainly have resulted in Greece, too, being behind the Iron Curtain.

Colonel Byford-Jones was, therefore, in an excellent position (a) to inform the security forces in Cyprus about the character of the man they were dealing with and (b) to be the first foreigner to meet Grivas after he came to Greece from his hiding-place in Cyprus.

The story he has to tell of EOKA and its leader is not an edifying one. The cruelty and the savagery of the EOKA campaign, particularly against their fellow-Cypriots, is revolting, and against its background, the achievement of Mr. Selwyn Lloyd and Mr. Lennox-Boyd in ever obtaining a peaceful settlement in Cyprus and with the Cypriot Greeks, becomes more remarkable. A most readable book.

THE EMPTY COFFIN, by Barry Wynne, is not only readable but most extraordinary. It is the story of Alain Romans, the French composer and pianist who became an agent of S.O.E. during the war. His little party was almost immediately betrayed and, after he was tortured by the Gestapo, he was executed with his companions. Happily for M. Romans, the executioners were disturbed by British aircraft and left the dead on the ground beside their coffins to be buried by the French. The local priest noticed a slight movement on the part of one of the corpses, which proved to be that of M. Romans, who, in spite of appalling wounds, miraculously survived, and, at a later stage, came face to face with his executioner in a cellar in conquered Germany.

Not only did M. Romans survive the attentions of the Gestapo, but also of the Russians. I venture

A LITERARY LOUNGER.

By E. D. O'BRIEN.

to suggest that few thrillers can be as exciting as this real-life story.

I am surprised—perhaps unreasonably—at the number of good novels reaching us from Australia these days. There is, of course, no earthly reason why Australians should not write fiction just as well as, if not better than, the authors of any other English-speaking nation. But, hitherto, in my experience, they have not done so—or if they have, very few of their works have made the long voyage to what I suppose I must not call the "motherland." Anyway, as I suspected, the Australians are tough and singularly free from inhibitions. To judge from Mr. Jon Rose's

is a sultry young man, and treats Delie much as one might expect. If it had not been for the background, which gives this book its freshness, it would hardly have been worth a mention. But Miss Cato shares the vitality of her fellow-Australians, and her story comes to life.

I would have enjoyed *THE TUMBLED HOUSE* rather more if the author, Winston Graham, had not made all his characters quite so stupid or unpleasant. Don Marlowe, whose dead father, Sir John, has been cruelly libelled by a viperous journalist who is also one of Don's oldest friends (and, for good measure, his wife's lover), handles his troubles in as ham-fisted a manner as ever exasperated friend and foe alike. He was lucky that the libel action turned out as it did. I believe, however, that secretly Mr. Graham would be more at home with the stars than grovelling conscientiously in mud, and that he will write a really impressive novel if he has the courage to make his characters clean and tidy.

What is a "mystery writer of America"? *FOR LOVE OR MONEY*, edited and introduced by Dorothy Gardiner, purports to be a selection of short stories by authors who bear this title. Imagine my indignation when I find that the first of the collection is by Margery Allingham—a "mystery writer of Britain," Miss Gardiner!—and that various other stories are as British as they can be. (One other is by M. Simenon, who can, I suppose, qualify under the rules because he now lives in the United States, though anything less typically American than Maigret it would be hard to imagine). None of them are marred by that exhausting toughness which makes the policeman of the U.S.A. as powerful, as unprepossessing, and as inarticulate as apes.

Mr. Dennis Wheatley, one of my favourite authors, has long ago evolved a winning formula—sex, history, suitable political views and a dash of the occult. Once more he has a winner in *THE RAPE OF VENICE*. This time his eighteenth-century hero, Roger Brook, Mr. Pitt's secret agent, ranges widely, from encounters with members of the East India Company Board, sinister rajahs, mesmeric Venetian senators to Buonaparte himself. No one can complain that Mr. Wheatley does not give full value for money. This is not one story, but twenty closely-packed adventures in the compass of 446 pages.

To anyone who has seen something of politics and the Palace of Westminster from the wings, Mr. Francis Hobson's *DEATH ON A BACK-BENCH* will prove of unusual interest. This is a fast-moving adventure story with plenty of Mr. Hobson's own "shop" in it. I enjoyed it very much indeed, but either Mr. Hobson (or I) have failed to discover how he got the poison into the poor Mr. Close, who so tragically died in the Chamber of the House itself, whence all but he had gone home!

Howard Spring, with his usual and welcome proliferation of character, brings us yet another novel from his beloved Cornwall. The title *ALL THE DAY LONG* comes from Cardinal Newman's prayer: "Oh Lord, support us all the day long of this troublous life." Troublous indeed to the severe extent which every first person singular in a Howard Spring novel must bear.

The enchanting, slightly unreal county sets the scene for an equally enchanting and somewhat unreal vicarage on which centre the characters we met to a certain extent in earlier novels, but can still enjoy.

Every new production by Howard Spring is welcome because of his Victorian—somewhat Dickensian—charm and its meandering, yet compelling story.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

YOUTH will be served. Thirty years ago, this statement, applied to chess, might have raised many an eyebrow, but even the non-chess-player to-day is becoming accustomed to the idea that the years take their toll of a player's fighting spirit, even in this least athletic of all games.

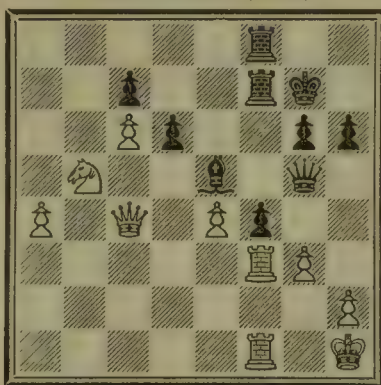
So that though forty-three-year-old Paul Keres led after ten rounds of the Candidates' Tournament in Yugoslavia, twenty-two-year-old Mikhail Tal drew level with him after thirteen and was two clear points ahead after eighteen. The writing is on the wall!

Moreover, the U.S.A.'s boy wonder, Bobby Fischer, was also fighting back well after a none-too-good start.

If I try to analyse the main effects of age on a player on the basis of my own experience, I should say they lie mainly in your powers of recovery from the defeat that comes everybody's way, sooner or later. In youth, a defeat makes you mad with yourself and the world in general, but you come back to the next game full of ferocity. In age, you take defeat more philosophically but, paradoxically perhaps, seem to suffer from a much more extended subsequent depression.

So Tal is to be the next to challenge Botvinnik for the world title. Here is the crushing finale of his sixth-round game with Fischer:

BOBBY FISCHER (Black)



M. TAL (White)

34. P×P B×P 35. Kt-Q4

Threatening 35. Kt-K6—the type of move for which Bogolyubov coined the lovely word *Familien-schach* ("Family check").

35... Q-R5 37. Kt-K6ch K-R1

36. R×B R×R 38. Q-Q4ch R(B1)-B3

If 38... Q-B3 then 39. R×R, Q×Q (what else?—the black queen is pinned on the diagonal);

40. R×Rch, K-R2; 41. Kt×Q etc.

39. Kt×R Threatening 40. Kt×Pch, winning the queen.

39... K-R2 41. Q-Q7ch Resigns

40. P-K5 P×P

PEPPERCORN DAYS, any boy aged between seven and eighteen, living in a small Australian coast town, must expect to be set upon by girls, stripped naked, and his physical conformation subjected to a close, critical, and, perhaps, practical scrutiny. Whether this is a good or a bad thing I leave to the moralists (who will not, I fancy, have any difficulty at all in offering an opinion), but the children seem, oddly enough, to accept such preternaturally adult treatment and yet to remain children. That constitutes the charm of Mr. Rose's book, which does, I must in fairness concede, deal with several other topics as well.

Miss Nancy Cato's *TIME, FLOW SOFTLY* is a more conventional tale of a rather fast young woman in Australian small-town society at about the turn of the century. Orphaned and left practically penniless, Philadelphia Gordon sets out to make herself a career as a painter, but sinks what remains of her capital in part-ownership of a river steamer. Her partnership extends to accepting the mate of this vessel as her mate in the social as well as the professional sense. He

BOOKS REVIEWED.

THE SPARE CHANCELLOR, by Alastair Buchan. (Chatto and Windus; 25s.)

GRIVAS AND THE STORY OF EOKA, by W. Byford-Jones. (Hale; 21s.)

THE EMPTY COFFIN, by Barry Wynne. (Souvenir; 18s.)

PEPPERCORN DAYS, by Jon Rose. (Deutsch; 10s. 6d.)

TIME, FLOW SOFTLY, by Nancy Cato. (Heinemann; 18s.)

THE TUMBLED HOUSE, by Winston Graham. (Hodder and Stoughton; 16s.)

FOR LOVE OR MONEY, edited by Dorothy Gardiner. (Macdonald; 12s. 6d.)

THE RAPE OF VENICE, by Dennis Wheatley. (Hutchinson; 15s.)

DEATH ON A BACK-BENCH, by Francis Hobson. (Eyre and Spottiswoode; 12s. 6d.)

ALL THE DAY LONG, by Howard Spring. (Collins; 18s.)

OVERCOATS that fit



Moss Bros have greater experience in providing men with clothes that fit perfectly than anyone else in the world. They were pioneers of fine quality ready-to-wear clothing. If you appreciate quality, buy your next overcoat from Moss Bros.

Prices start at 19 gns. Send for illustrated folder.

Monthly subscription terms available.

MOSS BROS
OF COVENT GARDEN W.C.2

THE COMPLETE MAN'S STORE

Nearest Station: Leicester Square TEMple Bar 4477

Open every Thursday until 7 p.m.

AND BRANCHES THROUGHOUT THE COUNTRY



*A special occasion
demands
the special cigarette*



PLAYER'S
No. 3

TWENTY FOR 4/4

AIRTIGHT TINS OF FIFTY 10/10

THESE
DAYS
MOST
PEOPLE
SAY
'GORDON'S'
FIRST



They say Gordon's and tonic, Gordon's and orange, or Gordon's and whatever their guests like most. It's a courtesy that's appreciated, too, for no other gin is so coolly, refreshingly satisfying as Gordon's, the gin that has been known and trusted everywhere for nearly 200 years. So please yourself and delight your guests. Say Gordon's first—always.



more people ask for
Gordon's
than any other gin



Handsome
and
hardwearing

From Gieves' wide
selection of overcoats.

Tailored in Lovat, Fawn or
Tan cavalry twill, for
immediate wear £26. 5. 0.

Gieves
LIMITED



27 OLD BOND STREET LONDON W1 Tel HYDe Park 2276



Say 'Noilly Prat'
and your french will be perfect

Neat, topped with soda, with gin, or in a cocktail that calls for French—Noilly Prat is zestful and invigorating always, because this brilliant, dry vermouth is French all the way through. With Noilly Prat in your glass you can say "good health" and really mean it.

Remember to ask for Gin and Noilly Prat—and know you're getting Gin and French, the original Dry Vermouth.



NOILLY PRAT
FRENCH VERMOUTH

Sole Importers: WM. CHAS. ANDERSON & CO., 8 LIME STREET, LONDON, E.C.3.



STATE EXPRESS 555

*The Best Cigarettes
in the World*

The House of STATE EXPRESS, 210 PICCADILLY, LONDON, W.1.



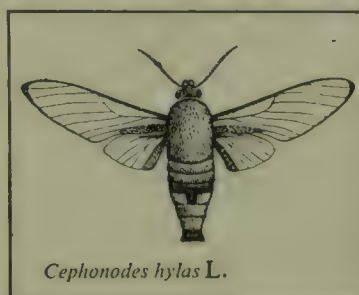
Coffee line

From Bonabéri, on the wide estuary of the Wouri river, the Chemin de-Fer du Nord runs just 160 kilometres to its terminus at N'Kongsamba. A short line, in the immensity of Africa, but a picturesque one. Winding first through evergreen rain forest and the humid zone of oil palm and banana, it then climbs steadily into a land of black volcanic earth where, in March, the air is sweetly scented and every tree a foam of blossom. Here, in the Mungo district of Cameroun, is grown the country's biggest tonnage of *Robusta* coffee. And here, an insect pest struck recently with unexpectedly vicious force.

Normally, damage by the coffee clear wing moth (*Cephonodes hylas* L.), known in most of the coffee growing areas of Africa, is reasonably easy to control, and hand destruction of the big green and white caterpillars is sufficient. In May 1957 however, very heavy infestations caught the planters by surprise; hand picking failed to check the pests, and in some plantations trees were quickly stripped of two-thirds of their foliage. An immediate appeal for aid was made to the N'Kolbisson Entomology Laboratory near Yaoundé.

The answer was swift, effective, and based on Shell *endrin*. A formulation of 19.5% *endrin* applied at a rate of 3 litres per hectare in 500-1000 litres of water was recommended, and results were spectacular. Even the largest caterpillars

were rapidly killed, and 100% control was achieved within 12 hours—yet another example of the killing-power of this important foliage insecticide developed by Shell. With the aid of *endrin* the coffee line to Bonabéri carried full loads in 1957; with the aid of *endrin* many other crops come safely to harvest year by year in many parts of the world.



Cephonodes hylas L.

Shell **endrin**

Endrin is one of six Shell pesticides for world-wide use. Between them, *endrin*, *aldrin*, *dieldrin*, *Phosdrin*, *D-D* and *Nemagon* offer control of virtually every significant pest, both above and below the soil. In addition, *dieldrin* has important uses in public health. Have you a pest problem in your area? Your Shell Company will gladly advise you on methods of control or eradication.

IN AGRICULTURE... YOU CAN BE SURE OF SHELL CHEMICALS





Bright beginnings

Cars without engines need a smooth run to the finishing line. The smoother the flow, the finer the finish. And not only for 'soap-box fliers', but for every car on the production line. Car-proud owners today look for higher-gloss finishes—and more colours to choose from—than ever before, and an answer to this (as any manufacturer of paint will tell you) lies in the quality of the aromatic solvents used. With their evaporation rate chosen for the purpose, together with the highest standard of purity, you get the best 'flow' and gloss in the paint when using these solvents.

By the Shell range of aromatics—benzene, toluene, xylene and the higher-boiling-point products—the requirements of many industries are covered. Materials as diverse as synthetic rubber, detergents, plastics, textile fibres and dye stuffs all find a call for aromatics—just as do many surface coatings including paints, lacquers, enamels and printing inks.

Have you a problem concerning finer finishes? If your process includes stoving, 'Shellsol' A is probably the aromatic you need. With an evaporation rate adjusted to the requirements of stoving finishes and brushing paints, and an aromatic content of almost 100%, 'Shellsol' A ensures exceptional 'flow' and gloss and is a product of great potential.

Solvents, resins, intermediates, plastics, base chemicals, additives, detergents, glycols, synthetic rubber . . . Shell chemical production serves every industry. Ask your Shell Company for details.

Shell Aromatic solvents

High aromatic solvents are also necessary to produce agricultural sprays containing high concentrations of chlorinated insecticides. Shell aromatic solvents are frequently employed to produce high quality formulations containing the Shell insecticides aldrin, dieldrin and endrin. Ask your Shell Company also about the range of aliphatic as well as aromatic hydrocarbons. The Shell solvent range covers many industrial and agricultural needs.

Issued by Shell International Chemical Company Limited and Bataafse Internationale Chemie Mij. N.V.

For further information apply to your Shell Company (in the U.K. apply to Shell Chemical Company Limited).

IN INDUSTRY . . . YOU CAN BE SURE OF



CHEMICALS



**"...AND
Grand Marnier
WITH THE
COFFEE"**

At a city banquet, where no man is careless of food and drink, Grand Marnier is chosen to perfect the meal. And what a meal!

On this occasion Londoners eat as they did when the English were famous trenchermen, as they rarely do today. And they will take their time, in compliment to chefs who also have taken time, and immense pains.

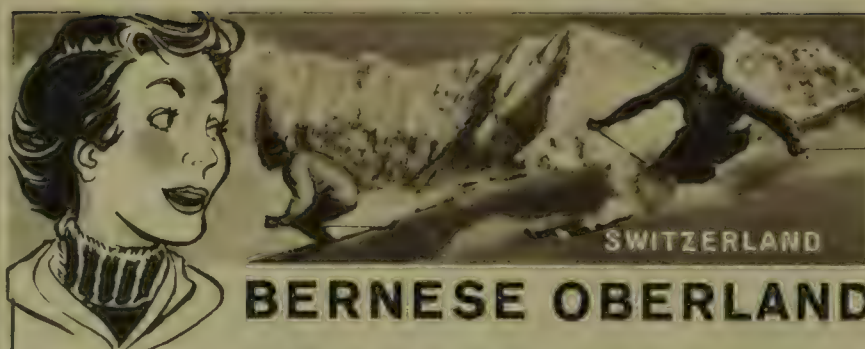
When it is almost over, many glasses will be filled with the sweet essence of the South, Grand Marnier. More practically, the city men will honour their palates with a digestif, a mellow liqueur made for this especial purpose: Grand Marnier, the only fine champagne cognac liqueur.

50/-
bottle



Grand Marnier
LIQUEUR A L'ORANGE

Cherry Marnier . . . another noble liqueur



BERNESE OBERLAND

Average 10 days all-inclusive rates in Good Hotels
£20 (room, 3 meals, tips, taxes, etc., included).

Prospectus and information: V.B.O. Office, Interlaken, Switzerland,
the Swiss National Tourist Office, 458-59, Strand, London, W.C.2,
or your Travel Agent.

ADELBODEN

4,600 feet

A WORLD OF SNOW AND SUN

Special accommodation—including full pension, ski-school and season ticket, 8 ski- and chair-lifts, Curling Coach, Skating, A gay night life. Write to Kurverein Adalboden for the special all-inclusive terms.

GRINDELWALD

3,500 feet

FAMOUS FOR SKI-ING AND CURLING

2 hours from Berne. Road open all the Winter. 30 Hotels. Ski-school. Curling Coach. Skating. Write to Kurverein Grindelwald.

KANDERSTEG

WITH THROUGH COACHES TO THE IDEAL WINTER RESORT FOR RECREATION AND SPORT! Ice-rink, Curling, Ski-lifts, Chair-lift, Cable railway, Swiss Ski-school, 19 Hotels, 80 Chalets. Apply for Brochure W 11 to Kurverein Kandersteg.

MÜRREN

5,450 feet

... THE RESORT WITH "SKI-APPEAL" !

Swiss Ski-school, Ice-rink, Curling, 11 Hotels, 70 Chalets. Information: E. A. Sautter, Tourist Office, Mürren.

WENGEN

FOR PLENTY OF SUN, SNOW AND FUN, together with excellent ski-ing conditions, choose Wengen at 4,000 feet in the famous Jungfrau Area. Apply to Tourist Office, Wengen, Switzerland.

perrier

**NATURAL
SPARKLING
WATER**

The natural properties in Perrier help to soothe the inner man when you've done yourself proud.



Perrier makes you sparkle

**Immaculate
Victor Britain cars
for immediate hire!**

- ★ Self drive or chauffeur driven
- ★ Friendly, personal service
- ★ Low, inclusive rates

Telephone
GROsvenor 4881
now!

VICTOR BRITAIN

THE CAR-HIRE SPECIALIST

Berkeley St • London • W.1

and at
LIVERPOOL • MANCHESTER • GLASGOW
LEICESTER • SOUTHAMPTON • ETC



**WORLD
WITHOUT
SHADOW**

The shadow of insecurity and dependence need not darken the lives of the war-blinded Servicemen and women. Confidence returns with the skilful training given by St. Dunstan's which enables them to turn their talents to good account in a variety of trades and professions.

**PLEASE REMEMBER
ST. DUNSTAN'S
IN YOUR WILL**

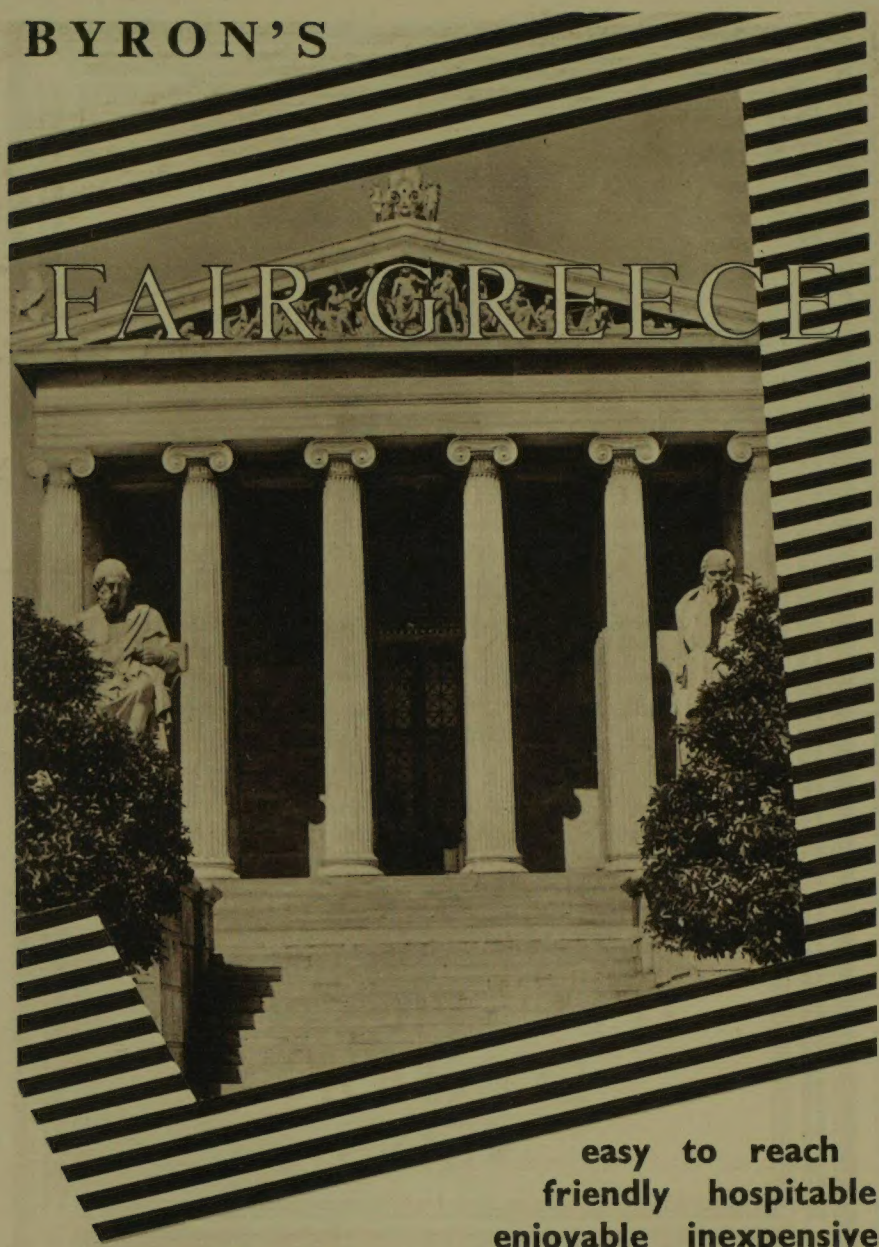


All information from
THE LORD FRASER OF LONSDALE
(Chairman)

ST. DUNSTAN'S

1, South Audley Street, London, W.1
(Registered in accordance with the National Assistance Act, 1948)

BYRON'S



NATIONAL TOURIST ORGANIZATION
4, STADIUM STREET—ATHENS

easy to reach
friendly hospitable
enjoyable inexpensive



the **SLIM** watch

Prices of different models range
from £24.15.0 to £80.15.0

Representatives in the United Kingdom:

HATTON JEWELLERY CO. LTD., 51 HATTON GARDEN, LONDON, E.C.1

Slim, smooth and elegant,
uncumbrous and exact, a watch
that is wholly the watch
of today, up-to-the-minute in
its design, up-to-the-second
in its timekeeping.

JUVENIA

QUEEN ANNE
RARE SCOTCH WHISKY



**Obediently
yours**

at a finger-touch

An Anglepoise lamp is so easy to use. Just a finger-touch
angles the light: and there it stays, poised.

An Anglepoise lamp is so useful for a multitude of
purposes: in the house, in the office, in industry.

An Anglepoise lamp is anyone's, in green, red or yellow:
in cream, cream and gold mottled or black. From 94/8d.

An Anglepoise lamp can be bought at all electrical
shops. Or send for booklet 9 if you want a look first.

Anglepoise
REGD

Herbert Terry & Sons Ltd.
of Redditch, Worcs.



CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions—namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price as shown on the cover of this issue, and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

ESTD 1790

The King of Whiskies

(REGISTERED TRADE MARK)


SANDEMAN SCOTCH WHISKY



Blended in Edinburgh from specially selected fine whiskies under the same family proprietorship since 1790.

If unavailable locally write to:

SANDEMAN & SONS LTD., Forth Street, Edinburgh.



More and more business executives are discovering that the great ILLUSTRATED LONDON NEWS merits most serious consideration for sales schemes that appeal to influential people . . . women as well as men.

They regard it as a medium unequalled in its power to reinforce an institutional campaign and promote sales of high quality merchandise and services . . . whatever the price.

To add THE ILLUSTRATED LONDON NEWS to your advertisement schedule ensures a most effective transmission of your message to hundreds of thousands of people in high positions at home and in every country of the world.

ILLUSTRATED LONDON NEWS

A sherry that is sheer delight

A perfect gift to the most critical palate, Pintail is an exceptionally fine sherry, both pale and beautifully dry. Specially selected at Jerez, this proud product of Spain is available in a trial pack of two bottles at 39/3 carriage paid; subsequent supplies at £10. 16. 0. per doz. bottles. Your orders will have prompt attention.

Pintail SHERRY



Established 1800

MATTHEW GLOAG & SON LTD., PERTH, SCOTLAND



THE NATION'S
REMEMBRANCE

POPPY DAY

Poppy Sellers urgently needed

British Legion · Haig's Fund · Pall Mall · London · S.W.1

(Registered under the War Charities Act)

VIN


A book for civilised people who know what the title means!

Edward Hyams

Although full of facts, this book is intended less to inform than delight. It is for people who enjoy good food with the correct accompaniment.

21s. net

From all booksellers or in case of difficulty at 22s. by post from George Newnes Ltd., Tower House, Southampton Street, London, W.C.2.



NEWNES

Richard Gordon

his hilarious
new 'Doctor' novel

DOCTOR
AND SON

Just ready

12/6



MICHAEL JOSEPH



AUSTIN A40



AUSTIN A55 CAMBRIDGE MK. II

Stainless Steel

by Design

STAINLESS STEEL — the most useful modern metal — is being used more and more in the design of modern motor-cars. It is ideal for trim and accessories as it does not chip or peel. No special polishes are needed — all that is required to maintain the lustrous appearance of Stainless Steel is simple washing with hot soapy water.



M.G. MAGNETTE (MARK III)



WOLSELEY 15/60



MORRIS OXFORD (SERIES V)



RILEY 4 SIXTY EIGHT



FIRTH-VICKERS STAINLESS STEELS LTD.,

SHEFFIELD

is the only Company in Europe to devote its activities exclusively to the production and development of stainless and heat-resisting steels.



under the bonnet...

you will find — power for starting, the
vital spark for ignition and the generator
producing current for the battery and other
essential equipment. The name on them —
LUCAS — ensures dependable, reliable
and safe motoring at all times.

LUCAS

QUALITY ELECTRICAL EQUIPMENT

SEE THE COMPREHENSIVE RANGE OF LUCAS BATTERIES, LIGHTING, STARTING & IGNITION EQUIPMENT ON STAND No. 230